THE EVENING TELEGRAPH.

PRICE THREE CENTS.] PHILADELPHIA, TUESDAY, AUGUST 16, 1864. [PRICE THREE CENTS.

THIRD EDITION,

HIGHLY IMPORTANT

OFFICIAL WAR GAZETTE.

DESPATCHES FROM GEN. CANBY.

GEN. GRANGER'S VICTORIES

CAPTURE OF FORTS GAINES AND POWELL.

Many Prisoners, Guns, &c., Taken.

FORT MORGAN INVESTED.

GEN. SHERIDAN'S OPERATIONS.

The Rebels Are Driven Down the Valley.

NEWS FROM OTHER ARMIES.

Etc., Etc., Etc., Etc., Etc.

WASHINGTON, August 16, 10·30 A. M.—Major-General Dix, New York:—The following official report of the surrender of Fort Gaines, and the abandonment of Fort Powell, dated August 9th, at New Orleans, has been received from Major-General Canby:—

"Fort Gaines, with 56 commissioned officers, and 818 enlisted men, with its armament of 26 guns intact, and provisions for twelve months, has surrendered unconditionally.

"It was occupied by our forces at 8 o'clock yesterday morning.

"Fort Powell was abandoned, its garrison escaping to Cedar Point. Its armament of 18 guns is in condition for immediate service.

"Admiral Farragut will immediately invest Fort Morgan, leaving garrisons in Forts Gaines and Powell."

A telegram from General SHERIDAN'S command, dated August 14, at Cedar Creek, was received this morning. It states that except MOSEBY'S and WHITE'S guerillas, there is no enemy this side of the Blue Ridge, that SHERIDAN'S trains are all up, and his army in fine condition.

General Sheridan, in a despatch of the 11th instant, reports that the stories of plunder taken from Maryland by the Rebels are all humbugs. They have very little—just enough to subsist upon and no more, most of which has been taken from the Shenandoah valley.

In another depatch, dated the 12th of August, he says:—"General Early's train is a very small one, not exceeding 250 wagons, and the stories about accumulated plunder from Maryland are untrue."

The Department has received an unofficial report from Fortress Monroe that movements were being made yesterday in front of Petersburg, but owing to the telegraph line being broken, no information has been received from headquarters.

The Department is without any recent intelligence from Atlanta.

The Rebel papers received here say nothing about Mobile since the capture of Fort Gaines.

EDWIN M. STANTON, Secretary of War.

MORE ABOUT McCOOK'S RAID

RELIABLE PARTICULARS.

ADMIRABLE SUCCESSES GAINED

REBEL GEN. ROSS CAPTURED.

THE DEFEAT OF OUR CAVALRY AT NEWMAN'S.

LOUISVILLE, August 15.—We learn from an officer of the 2d Indiana Cavalry that in the late raid McCook started out with 2200 men, entirely independent of Stoneman, captured or destroyed 1160 wagons, over 3000 mules and horses, a vast amount of quartermaster and commissary stores, destroyed the railroad and telegraph at Palmetto and both sides of Lovejoy's station, captured 1000 prisoners, of which number 72 were commissioned officers, including General Ross and most of his Tennessee Brigade.

McCook was surrounded near Newman by Wheeler, Roddy, Jackson, and an infantry division. He lost about 500 men, and fell back gradually.

REBEL RAID INTO ILLINOIS

Capture of Three Steamers Loaded With Government Cattle.

HIGH-HANDED PROCEEDINGS

INDIANAPOLIS, August 15.—The Rebels under Colonel Johnson, estimated to be 1500 strong, captured three steamers near Shawneetown, Illinois, on Saturday night. The steamers were loaded with cattle, belonging to the Government, for the use of the forces stationed along the Ohio river to protect the border of Indiana. At the last accounts the Rebels were ferrying the cattle across the Kentucky river. It is now supposed that they will not attempt to cross to Indiana.

CAIRO, August 15.—About five hundred Rebel cavalry, under Colonel Johnson, crossed the Ohio river into Illinois at Saline bay, on Saturday. The steamers *Kate Robinson*, *Jenny Perkins*, *Nightingale*, *Famine*, *Brandon*, and *Clara Hall* were aground at that place and were captured, with a large amount of stock aboard. The captured boats were compelled to pay severa thousand dollars each to save them from destruction.

LOUISVILLE, August 15.—Passengers arriving at New Albany, Ind., say that Johnson, with a body of Rebel cavalry, is threatening Henderson, Kentucky. Our garrison there is composed chiefly of negro soldiers, who are under the protection of our gunboats, which are ready to shell the town in case the Rebels succeed in getting in there.

Many of the inhabitants are fleeing north of the Ohio river.

Captain J. H. Terry, for a long time an active and efficient member of the Quartermaster's Department here, has been appointed and assigned to the office of Quartermaster of this post.

Arrival of the "Hansa."

NEW YORK, August 16.—The steamer *Hansa* has arrived via Southampton. Her news is anticipated.

EUROPEAN NEWS.

"CITY OF BALTIMORE" AT NEW YORK.

THE WAR IN DENMARK.

Basis of the Peace Negotiations

NEW YORK, August 16.—The steamer *City of Baltimore* arrived this morning from Liverpool on the 4th instant.

Her advices have been mainly anticipated by the steamer *North American*.

The reported capture of Atlanta caused great satisfaction in England among the friends of the Union, and the Rebel loan declined 2½ in consequence.

The London *Times* says it appears likely that the American Government will recognize the new Government of Mexico before England does.

Parliament had adjourned.

At the fishmongers' banquet Lord Russell and Lord Palmerston both maintained that the dignity and honor of England had been upheld in its efforts to secure peace in Denmark.

The following is stated to be the basis of peace between Denmark and Prussia and Austria:—

Lunenberg, Schleswig, and Holstein are to be ceded to the great German Powers.

The island of Arro is to remain with Denmark; Alsen and the islands of the North Sea to go with Schleswig.

On account of the Danish enclaves in Schleswig, a rectification of the Jutland frontier will take place.

A Berlin despatch of the 3d says:—"A telegram, dated Vienna, the 1st, states that an armistice has been concluded for three months, terminable on six weeks' notice."

The United States frigate *Sacramento* arrived at Falmouth on the 2d instant.

Commercial Intelligence.

LONDON, August 4.—Consols closed at 90@90⅛ for money.

The Bank of England has advanced its rate of discount to 8 per cent.

AMERICAN STOCKS.—Illinois Central Railroad 44@43 per cent. discount; Erie Railroad 41@43.

LIVERPOOL, August 5.—Cotton sales for the week 34,000 bales, including 3500 to speculators and 5500 to exporters. The market dull, with a decline of ¼@½d. on all descriptions; sales to-day 5000 bales, including 1000 to speculators and exporters—the market closing flat, at the following quotations for Middling:—Orleans, 31¼d.; Mobile, 33¼d.; Upland, 30¾. Stock in market 266,000 bales, including 15,500 American. Breadstuffs dull, with a slight decline in all qualities. Provisions dull, and tending downwards, and quotations barely maintained.

LONDON, August 5.—Consols closed at 90⅛ for money. The bullion in the Bank of England has decreased $119,000.

Illinois Central shares, 43 per cent. discount; Erie, 41¼.

LONDON, August 5.—The advance of the bank rate of discount to 8 per cent. has depressed the market.

There is no political news of importance.

THE PIRATE "TALLAHASSEE."

AN INTERVIEW WITH THE CAPTAIN.

HE DESTROYS FIFTY VESSELS IN ONE WEEK.

DESCRIPTION OF THE PIRATE.

More of the Same Sort Afloat.

BOSTON, August 16.—Captain Reed, of the brig *Billow*, before reported captured by the *Tallahassee*, gives the following particulars of his interview with the pirate captain:—

I was two hours and a half on board the *Tallahassee*. She has one pivot gun, three forward guns, and one brass gun, of large calibre, on the hurricane deck. She has also several spare guns.

Her captain, John Wood, was quite free and unconcerned in his talk with us, and said he could steam sixteen knots an hour, and had crossed the British Channel (twenty-one miles) in seventy-two minutes.

He would not fight, he said, unless compelled to, and preferrd to run, as his vessel was so fast.

He also observed that within one week he had destroyed over fifty vessels, and that within thirty hours of my capture he said he had destroyed sixteen sail—namely, three ships, two barques, and the rest hermaphrodite brigs and schooners. One of the ships was the *Adriatic*, of New York, captured the same day he took my vessel.

He added that he would slacken our coasting trade so that Uncle Abe would be glad to make peace.

He asked me about the Nantucket light-boat, and afterwards said, recurring to his designs, that there were more afloat than the *Florida* and *Tallahassee*, meaning, of course, the Confederate ships of similar character to his own, and Uncle Abe had better look out.

Captain Wood appeared very affable and said he was performing an unpleasant duty.

The *Tallahassee* is an iron steamer of English build, schooner rigged, has no yards or topmasts, and lost her mainmast in collision with the *Adriatic*.

She is a very long narrow vessel, burns soft coal, and has almost a hundred men on board, who are subject to the discipline and order of a man-of-war. All the officers are Southerners, and she had three or four negroes on board, who did not appear very jolly.

THE WASHINGTON "CHRONICLE" ON PEACE

Special Despatch to The Evening Telegraph.

WASHINGTON, August 16.—The Washington *Chronicle* of to-day has a significant double-leaded leader, on the road to lasting peace, which concludes as follows:—"We would see Mr. Lincoln out of the canvass, with all our attachment to his person, and our high sense of his worth, if by such a surrender we could save the country from the election of a representative of a dishonorable peace on the basis of separation. From that catastrophe we must be saved at all hazards."

ALL QUIET AT ATLANTA.

Return of Correspondents from Sherman's Army.

NASHVILLE, August 15.—Several correspondents of different newspapers have arrived here from below, as they anticipate no early movements of importance.

Promotion of General Averill.

IN THE FIELD, VA., August 15.—General Averill has been made a Major-General for his gallant fight of Moorefield and successful operations during the last month.

Sinking of a Steamer.

CAIRO, August 15.—The steamer *Gladiator*, from St. Louis for New Orleans, loaded with Government freight, struck a rock in the Mississippi river, thirty miles above here, yesterday, and sunk to the main deck. She will doubtless be raised.

The Ex-Mayor of Memphis.

CAIRO, August 15.—The Memphis *Bulletin* says ex-Mayor Parks has been released from prison, having written a penitential letter to the military authorities.

NEW YORK, August 16.—Stocks are dull. Chicago and Rock Island, 114½; Cumberland preferred, 60½; Illinois Central Railroad, 131¼; Michigan Southern, 92½; do. guaranteed, 145; New York Central, 131½; Reading, 135¼; Hudson River, 133; Canton Company, 37½; Virginia 6s, 54; Missouri 6s, 68; Erie, 113¾; One-Year Certificates, 94½; Five-twenty Coupons, 109½; Registered, 108¼; Ten-Forties, 103¾; Coupon 6s, 108¾; Gold, 255¼.

BALTIMORE, August 16.—Flour is dull. Wheat firm; sales of 5000 bush. Corn advancing, and white 2c. better; yellow dull. Whisky firm and 1c. better. Groceries are quiet.

FOURTH EDITION.

ARMY OF POTOMAC.

A MOVEMENT ON SUNDAY.

OUR SPECIAL DESPATCH.

THE SECOND CORPS MAKES A BRILLIANT CHARGE.

Five Hundred Prisoners and Seven Pieces of Artillery Captured.

Our Troops Hold the Captured Position.

Special to The Evening Telegraph.

WASHINGTON, August 16.

The *Star* says the mail-boat *Keyport* from City Point reports that the movement of the 2d Corps up the James river on Saturday night resulted in the routing of a considerable Rebel force at Dutch Gap, and the capture of five hundred prisoners and seven pieces of artillery.

The position occupied by the enemy is said to have been a strong one, and is now occupied by our troops, who are able to hold it.

The *Keyport* took down from Bermuda Hundred to Fortress Monroe over one hundred prisoners from this fight, about forty of whom claim to be deserters. There was but little hard fighting done, as Hancock accomplished his purpose by a skilfully executed feint, and a surprise. Consequently our loss is small, being estimated less than one hundred. Previous to the movement up the river, the troops were placed upon transports, and moved down ostentatiously to below Harrison's Landing, thus completely deceiving the Rebels, who at once supposed that the siege of Petersburg and Richmond was being raised.

Under cover of the night the troops were turned up river again, and the result was a complete surprise of the enemy.

Our troops have now gained, it is said, an important position within two miles of Fort Darling.

[ANOTHER ACCOUNT.]

WASHINGTON, August 16.—A passenger in the mail-boat from City Point, which arrived to-day, reports that a detachment of the 2d Corp on Sunday swept round to Deep Run, and captured a number of prisoners.

About eighty of them were yesterday landed at Fortress Monroe. They are South Carolinians, and belong to Longstreet's Corps. Their appearance indicates that they have suffered hard service.

GRANT'S NEW MOVEMENT

RICHMOND OR PETERSBURG TO FALL.

FORT DARLING IN DANGER

GREAT SUCCESS THUS FAR.

Important News Expected Soon

ASPECT OF THE CAMPAIGN CHANGED.

WASHINGTON, August 16.—Information has been received here of a great strategic movement on the part of General Grant, which will, if successful, change the whole aspect of the campaign in Virginia.

At the time the mail-boat left City Point yesterday morning the movement was progressing favorably, and had already met with great success, and will compel Lee to evacuate either Richmond or Petersburg, as it will be impossible for him to hold both, and must ultimately accomplish the reduction of Fort Darling.

Operations are in progress on both sides of the river, although at the date of the last advices the principal one had been on the north side, in which the whole of one of the principal corps and parts of two others were engaged. Great confidence is felt here, by those who are in a position to be well informed in regard to the facts, of complete success.

ARMY OF THE POTOMAC.

Departure of General Burnside—Exploits of Private Kick, the Bridegroom of Miss Tyler—Promotion of Mr. Youngman.

DEPARTURE OF GENERAL BURNSIDE.

NINTH ARMY CORPS, BEFORE PETERSBURG, August 14, A. M.—General Burnside, accompanied by several members of his staff, took his departure last night for City Point, whence he starts for the North to-day on leave of absence. The command of the corps has devolved upon General Willcox, of the 3d Division, who is succeeded there by General Hartranft.

THE TYLER ROMANCE.

Private Kick, the hero of the Tyler romance, made his appearance in camp a few days since. He says that his bride is a niece, not a daughter, of ex-President Tyler. During the transit of the army from the Chickahominy to the James, many of our officers visited the Tyler mansion, and saw the young lady there, whom they supposed, from her name (Miss Tyler) to be the late Chief Magistrate's daughter. Indeed, if I am not mistaken, the aged relative introduced several of our generals to her as such.

Be the facts as they may, it was the report here when I wrote, that the soldier was married to a daughter of President Tyler. With all due deference then to a lady's statement, is Mrs. Tyler fully correct in the assertion that my account was a "pure invention?"

Chapter II of the romance is one the conclusion of which leaves the happy pair in anything but a happy condition. After marriage they made their way up the James river to Bermuda Hundred or City Point, where the bride remained while the bridegroom started for his regiment to engineer a furlough.

His application was, I believe, backed by General Butler, and came through the headquarters of General Potter, who returned it to the regiment for a statement of the man's character as a soldier. Alas! for his bright dreams of bliss, the contemplated bridal tour of thirty days to Niagara Falls here received a sudden quietus. Private John Kick, for some reason, was consigned to the tender mercies of the Provost Guard, and is now under arrest.

Report says some naughty things of him; but, lest I should give publicity to unfair charges, I refrain from stating them. Report also has it that Mrs. Kick was at City Point at last accounts, awaiting the return of her liege lord. I hope the events of chapter three may be more agreeable to all parties concerned.

THE MORTARS AGAIN.

Another lively mortar duel took place last evening, and lasted until near midnight. As usual, "nobody hurt."

PERSONAL.

Lieutenant-Colonel Pierce has been assigned as Chief Quartermaster of the Corps, a position which has been temporarily occupied by Captain Helstand.

Mr. J. C. Youngman, a member of the 51st Pennsylvania, and for nearly three years clerk in the Adjutant-General's Department of the 9th Corps, has been appointed by the President Assistant Adjutant-General of Volunteers, with the rank of captain. No promotion could be more deserved. Captain Youngman has received a short leave of absence, when he will join the corps for duty with one of the divisions or brigades.—*N. Y. Herald.*

GENERAL BUTLER'S NEW MOVEMENT.

AFFAIRS ON THE JAMES RIVER.

CROW'S NEST, ON THE JAMES RIVER, August 12, 7 A. M.—The gunboats opened a most heavy fire on the enemy from this point an hour since, and I am sorry the reason of their doing so is contraband to the public. I may, however, say that the enemy are developed in sufficient force in our immediate front to fully warrant the severe shelling they are receiving, and when its cause shall reach the public ear there will be new occasion for an expenditure of admiration on this campaign by the people.

Otherwise the general quiet throughout this section has not been interrupted since my despatch of yesterday morning.

GENERAL BUTLER'S HEADQUARTERS, August 12, 8·30 A. M.—The firing continues, and Major-General Butler and staff have proceeded to the scene at Crow's Nest, adjacent to Dutch Gap. It is too late to supply further particulars.

AFFAIRS AT DEEP BOTTOM.

DEEP BOTTOM, SOUTH SIDE JAMES RIVER, Virginia, August 13, Evening.—There is every indication hereabouts that the enemy will hear from the United States forces stationed on the north bank of the James at this point within the ensuing twenty-four hours. If my prediction proves true, the enemy will have ample occasion to feel the weight of the power of the United States, and doubtless to wince beneath it.

DEEP BOTTOM, August 14, 8 A. M.—The ball has opened for the possession of a position essential to our further operations.

At about 2 o'clock in the afternoon one of the monitors opened on the rams after dropping down the river, and did some excellent execution.

POINT OF ROCKS, VA., August 14, 9 A. M.—My brief despatch of yesterday evening foreshadowed the sharp contest between the Rebel rams and our artillery that opened as it was written, and the mail was leaving, giving me no time to verify its statements. I herewith transmit a full account of the engagement, not overlooking, by permission, the causes that immediately led to it.

A CANAL SCHEME.

For some time past Major-General Butler has been conning over a brilliant scheme wherewith to annoy the enemy and advance the Union interest in this region materially. His plan contemplated nothing less than the construction of a canal at what has been hitherto known as Dutch Gap—hereafter to be known as Butler's Gap—in the face of the enemy, which, when done, should, among other results, by reason of its situation, compel the Rebels to extend their line of defense a distance of four miles—that is to say, the distance saved to us by the digging of the canal, which is to be one hundred and forty yards in length, is seven miles of water-course to the James river. Some four days since the proper details of men and officers were made for this important and hazardous work, and these men were encouraged in its performance by extra inducements, and placed under the general command of Major Ludlow, of the department staff.

The work proceeded handsomely for three days, during the last of which the enemy discovered our operations and made instant preparation to open fire, which the result will show to have been an advantageous one for them, though Ludlow nobly and successfully held his position, still holds it, and will continue to hold it until his appointed work is accomplished.

THE APPEARANCE OF THE REBEL RAMS.

At five o'clock yesterday morning two Rebel rams, believed to be the *Virginia* and the *Richmond*, though some think one of them was the *Lady Davis*, appeared at Dutch Gap, in the James river. The James at this point forms a promontory, which is very narrow at its apex. The shape of this promontory is in the form of a long tongue, and, verging to the northward and westward makes another turn, which forms a point similar to the first, east by north.

Hence the river bends yet again, and forms a third angle, running northwest. Under cover of this angle, completely and literally sheltered from our gunboats, lay the two Rebel rams. Their position was such as, taken in connection with the Howlett House battery of the enemy, to subject our forces to a severe enfilading fire, which was borne throughout the day with manly fortitude by our men.

OUR ADVANTAGES OF POSITION.

It was one of our advantages of the day to inaugurate and keep up a cross fire, which we made to bear most heavily upon the enemy, our artillery having excellent range of their batteries, including the famous Howlett House battery, from which work our fire dismounted and disabled a gun early in the day, finally silencing the battery, as well as the enemy's batteries situated in the bottoms.

The Union monitors and gunboats, as before stated, lay wholly quiet in their positions at Crow's Nest, in the James, not participating in the action of the morning by reason of the peculiarity of the enemy's position, set forth above.

The successful construction of the canal, of which there can be no doubt, will, it is alleged, enable our gunboats to wholly overcome the formidable obstructions in the James river, and possibly ultimately be the means of their engaging Fort Darling, and other Rebel strongly fortified places adjacent to Richmond, and perhaps, before the end comes, operate largely in the reduction of the Rebel capital itself.

These are glowing anticipations; but nevertheless they are capable of realization by patient and indulgent waiting for. Any one of these results, added to the necessity imposed upon the enemy of lengthening his line of defense a distance of four miles, requiring several thousands of men to man this prolongation of their lines, will certainly be regarded as adequate compensation for the time, labor, and men bestowed upon the accomplishment of the undertaking.

THE CONDUCT OF THE NEGROES.

The negroes, who are largely engaged upon the work of constructing the canal, behaved well under the continuous and galling fire of the day, never for an instant flinching, but standing to their work manfully and creditably. This fact was a source of favorable comment during the day, and I am glad to be able to record it.

THE RESULT.

In every view the substantial results of the day remained to us at nightfall. There can be no manner of doubt that we administered a severe lesson to the foe, and punished him stoutly for his temerity in killed and wounded. The work upon the canal will go on to completion, and we shall insist upon all its completed advantages, though we shall not probably realize them fully without further dispute of a similar character to that we have encountered to-day.

PERSONAL.

Colonel John W. Shaffer, Chief of Major-General Butler's staff, left by special steamer for Washington yesterday afternoon. The movements of this distinguished gentleman, just at this moment, too, are especially significant, when regarded in connection with certain rumors touching the political situation that have far more than ordinary foundation in fact.

General Shepley and staff reported at these headquarters last evening, returning from a twenty days' leave of absence.

General Gregg, of the cavalry, also had an interview with General Butler last evening.—*New York Herald.*

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, August 16.

Desertions from the Enemy.

Deserters are continually coming into our lines, while others avail themselves of all opportunities to clandestinely return to their homes.

Fort Powell Evacuated But Not Blown Up

From semi-official information received here, doubt is expressed in military circles as to the truth of the report that Fort Powell was blown up. It is asserted that it was evacuated and left intact.

New Fractional Currency on Hand.

The Treasurer has now on hand of new Fractional Currency $2,198,200·56.

A Change in Command.

General Ledlie, commanding the 1st Division, 9th Corps, has left his command. General Julius White succeeds him.

Six per Cent. Compound Interest Notes.

The whole amount of three-year six per cent. compound interest notes heretofore issued amounts to forty-four million three hundred and fifty-three thousand seven hundred and sixty dollars.

Military District Alteration.

That part of Kentucky west of the Cumberland river has been transferred to the Department of the Ohio. The State of Kentucky will constitute the Military District of that Department.

The Cash Balance.

The cash balance in the Treasury to-day is eleven million sixty-three thousand one hundred and two dollars and thirty-four cents.

FIFTH EDITION!

ON TO RICHMOND

THE GLORIOUS SECOND CORPS LEADS THE ADVANCE.

Within Two Miles of Fort Darling.

GENERALS GRANT AND MEADE PRESENT.

CAPTURE OF PRISONERS AND ARTILLERY.

BALTIMORE, August 16.—The *American* publishes the following:—

BERMUDA HUNDRED, August 14.—Yesterday the 13th inst., the 2d Corps (Hancock's) were going on board transports at City Point all day, apparently for Washington, and started down the river, the bands playing gayly.

Of course the Rebels were watching from the shore, and no doubt felt much interest in the movement. The transports did certainly go down the river for ten miles or more, when, however, they suddenly put about, and under cover of darkness returned, coming up by this point under full speed at 10 P. M., and proceeded up the river.

At the same time the 10th Corps, with the artillery of the 2d Corps, were crossing to the north side of the James river, and they were all landed up the river, within twelve miles of Richmond, before 3 o'clock this morning.

This force, with General Foster's, makes quite a respectable army. It is understood that their first move will be to destroy, if possible, the Rebel pontoon bridges above Fort Darling.

Thus far all works well. Musketry firing was heard in the direction of this movement this morning. If they succeed in cutting the pontoon bridges, Lee would be unable to cross his army to the north side of James river except by marching by way of Manchester, more than twenty miles.

FORTRESS MONROE, August 15.—The hospital steamer *Hero*, of New Jersey, Captain Hancock, arrived from Deep Bottom, on James river, this afternoon, with 100 men, who were wounded in the fight yesterday after landing on the north side.

They belong to the 10th Army Corps, and the following officers are amongst the number:—Captain W. F. Mapes, 24th New York; Lieutenant Richard Pilkinton, 16th Pa.; Lieut. G. H. Brown, 10th Conn.; Capt. James McMann, 100th N. Y.; Lieut. E. E. Fairchild, 9th U. S. (col'd) sun-stroke; Lieut. J. S. Mansur, 9th (col'd); Lieut P. McDavid, 2d South Carolina, (Rebel prisoner); Major C. P. Baldwin, 11th Maine; Capt. Wm. Saline, 11th Maine; Corporal A. M. Pender, 11th Maine.

The *Hero* brought away all the wounded of the 18th Army Corps, up to 5 o'clock yesterday afternoon.

Artillery and musketry firing has been kept up all day, and still continued when our informant left.

Our forces drove in the Rebel pickets early on Sunday morning, and during the day had succeeded in carrying two lines of the enemy's earthworks—the outer one being only about nine miles from Richmond.

The loss in the 2d Army Corps has so far been very small.

Generals Grant and Meade are commanding in person.

LATER.

The mail boat *Keyport* has arrived from City Point, and has on board one hundred Rebel prisoners, captured during the skirmishes of yesterday. Besides the earthworks captured by our forces yesterday, we also captured one battery that bore upon our men working on the canal, heretofore alluded to.

COMMODORE FARRAGUT.

Congratulatory Order of Secretary Welles for His Gallant Services at Mobile.

WASHINGTON, August 16.—The Secretary of the Navy has addressed the following to Admiral Farragut:—

NAVY DEPARTMENT, August 15, 1864.—Sir:—Your despatch of the 5th instant, stating that you had, on the morning of that day, entered Mobile Bay, passing between Forts Morgan and Gaines, and encountering and overcoming the Rebel fleet, I had the satisfaction to receive this day.

Some preliminary account of your operations had previously reached us through Rebel channels.

Again it is my pleasure and my duty to congratulate you and your brave associates on an achievement unequaled in our service by any other commander, and only surpassed by that unparalleled naval triumph of the squadron under your command in the spring of 1862, when, proceeding up the Mississippi, you passed Forts Jackson and St. Philip, and overcoming all obstacles, captured New Orleans and restored unobstructed navigation to the commercial emporium of the great central valley of the Union.

The bay of Mobile was not only fortified and guarded by forts and batteries on shore and by submerged obstructions, but the Rebels had also collected there a formidable fleet commanded by their highest naval officer, a former captain in the Union Navy, who, false to the Government and the Union, had deserted his country in the hour of peril, and leveled his guns against the flag which it was his duty to have defended.

The possession of Mobile Bay, which you have acquired, will close the illicit traffic which has been carried on by running the blockade in that part of the Gulf, and gives point and value to the success you have achieved. Great results in war are seldom obtained without great risks, and it was not expected that the possession of the harbor of Mobile would be secured without disaster.

The loss of the gallant Craven and his brave companions with the *Tecumseh*, a vessel that was invulnerable to the guns of Fort Morgan, by a concealed torpedo, was a casualty which no human foresight could prevent.

While the nation awards cheerful honors to the living, she will ever hold in grateful remembrance the memory of the gallant and lamented dead, who perilled their lives for their country and died in her cause.

To you and the brave officers and sailors of your squadron who participated in this great achievement, the Department tenders its thanks and those of the Government and country.

Very respectfully, GIDEON WELLES, Secretary of the Navy.

Rear-Admiral DAVID G. FARRAGUT, Commanding West Gulf Blockading Squadron, Mobile Bay.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, August 16.

SENATE.—Mr. Champneys moved to reconsider the vote upon the bill allowing Associations for the purpose of banking under the United States law. Agreed to.

The bill was reconsidered and amended so as to meet the views of the Governor, but requiring such banks, before making the change, to surrender the specie certificates which they received from the State in 1862, and imposing on those which do not furnish gold to meet their loans, a tax upon their surplus profits.

Mr. Kinsey introduced an act, being a supplement to the act for the sale of the State Canals, approved April 28, 1858, authorizing an increase of taxes.

A supplement to the General Bounty Law, not applicable to Philadelphia, was introduced by Mr. Reilly.

Mr. Bucher an act relating to protests, notes, and bills of exchange.

Messrs. Kinsey, Stein, Worthington, and Fleming presented petitions relative to the bounty laws in local districts.

The Senate then adjourned until the afternoon.

HOUSE.—The House met at 10 A. M.

A bill organizing fifteen regiments, to be called State Guard, was considered in Committee of the Whole. The section providing for the appointment of State officers to make enrolment at once was taken up.

Mr. Pershing moved to amend, by proceeding from the Secretary of War, the national enrolment instead of making new one by State officers. It was contended that there was no reason to believe that the Washington authorities would grant the request, but was finally amended so as to procure a national enrolment if possible, and if not, then to substitute a new classification and enrolment by officials of Pennsylvania.

The following amendment was adopted, And the Companies shall have due right of electing their own officers, and the officers of the companies shall elect the regimental officers, and the Major-General, and Brigadier-Generals, and all regimental company officers, shall be citizens of the Commonwealth.

CITY INTELLIGENCE.

STATE OF THERMOMETER TO-DAY.—Six A. M. 76. Noon, 86½. One P. M., 87. Wind, S. E. by S.

RECRUITING FOR THE NAVY—SOMETHING TO BE LOOKED AFTER.—One of the sharpest practices we have heard of for some time, and one which is against the very best interest of the Government, is now being perpetrated in this city by naval recruiting officers. Yesterday five young men presented themselves at headquarters and desired to enter the navy. The father of one of the young men accompanied them for the purpose of seeing justice done.

When they applied they were informed by one of the officials in charge that they would have to place themselves in the hands of a broker, as all business was done through that class of individuals. At the same time a broker who was waiting in the office was pointed out to them. He informed the young men that if they desired to enter the service he would give them each a certain sum, just about one half what they were entitled to and which the Government allows.

Of course they refused to submit to a shave of this kind, and left after having in vain endeavored to deal directly with those whom the Government pays to attend to this duty. This singular proceeding was reported to the Chief of Police, and will at once be brought to the attention of the Navy Department. Why any official should act in this manner the reader must surmise.

It was also brought to the attention of the District Attorney a few days since that it is impossible to have a man sworn into the navy and credited to Philadelphia, as some of those having charge of naval enlistments seem very much interested in Jersey. These are matters that affect the interest of our city, and it is to be hoped that the measures taken towards putting a stop to such proceedings will prove effective.

NEW MILITARY ORGANIZATIONS.—Under the law giving the Governor of Pennsylvania power to organize ten new regiments as part of the quota of the State, power was also granted to him to muster in conditionally officers to recruit for the new regiments, with the rank of second lieutenant and recruiting officer. These lieutenants, several of whom have been appointed for this city, have power to enlist and administer the oath, which holds the recruit to service. After being enlisted and sworn into the service, and passing the surgeon's examination, the recruits are clothed and sent to camp.

But, heretofore, the recruits could not be mustered into the United States service until the company had the minimum number of men (80)—therefore could not be credited for local bounty, which was a great obstacle in getting recruits for the new companies. By a recent order from the War Department this difficulty is now obviated, by which the recruits for new organizations can be mustered in singly or by squads as soon as they are enlisted and passed surgeon's examination. If men prefer new organizations to old ones, there is now nothing to prevent them from joining the same—they will be enlisted and mustered by the lieutenants appointed for that purpose, in the same manner that other recruiting officers enlist men for the old regiments in the field. Of the ten new organizations, three are being raised in this city.

SHOOTING AFFAIR.—Between 11 and 12 o'clock last night, a man by the name of Andrew Arthur, about 26 years of age, was shot in the neighborhood of Fifth and Shippen streets. It seems he had been with a party of rough characters in a tavern corner of Fifth and Bedford streets, where some difficulty arose, and after coming out of the tavern he was shot, supposed by one Frank Dillon, a character well known to the Police. Up to 1 o'clock this afternoon the offender had not been arrested. The injured man is said to be in a very critical condition, the ball having taken effect in his stomach.

FAST DRIVING.—Fast driving is more strictly prohibited at Fairmount Park than it is in our public highways. Notwithstanding this fact, however, the Park Police have occasion now and then to overhaul certain parties who have not the fear of the law before them. Yesterday, John Sheerer and John Schuterman made their appearance in the Park, and drove rapidly around the grounds. A child narrowly escaped serious injury, the horse passing over the little one without touching her. The two men were arrested and held to answer by Alderman Hutchinson.

HIGHWAY ROBBERY.—This morning James McColgan was before Alderman Plankington, charged with highway robbery. It seems that between 8 and 9 o'clock last night he stopped a lad about fourteen years of age at Eighth and Vine streets and inquired of him the time. The latter pulled out his watch, when McColgan snatched it and ran off. He was pursued and captured and locked up all night. This morning he was sent to prison to await his trial.

BIRNEY'S SHARPSHOOTERS.—This morning recruiting stations were opened for the five companies of Birney's Sharpshooters to be raised in this city. Five captains will take charge of the recruiting in different parts of the city, while Colonel Moore will have his general headquarters at No. 533 Chesnut street. Every exertion will be made to fill these five companies before the 5th of September.

ASSAULT AND BATTERY.—This morning Thomas Duffy was before Alderman Hunter, charged with assaulting the Sergeant of the Nineteenth Ward Police. It seems that a free fight occurred, when the sergeant interfered and attempted to arrest the ringleaders. Duffy, who was one of the worst of the gang, struck the officer and was consequently taken into custody and committed for trial.

STABBING AFFAIR.—Michael Sullivan was arrested yesterday upon the charge of having stabbed another man on Sunday last, at Eighteenth and Pennsylvania avenue. The two men got into a squabble, when Sullivan cut his opponent. He was held to bail by Alderman Pancoast.

RECRUITING.—This morning the city bounty was paid to 37 men, 26 of whom received $250, and 11 $400.

WE HAVE BY FAR the largest stock and best assortment of Clothing in Philadelphia, comprising all desirable styles of goods, from medium price to superfine. Every one can be accurately fitted at once from our stock, whatever be his size or proportions, in garments equal in all respects to work made to measure, *at much lower prices.* For those who prefer, we have also a complete assortment of piece goods, which will be made up to measure in a style surpassed by none. BENNETT & Co., TOWER HALL, No. 518 Market street.

DR. COMPTON, No. 1547 Vine street.

FURNITURE SLIPS, linens and stripes, in great variety. Slips cut to perfection, at W. Henry Patten's, No. 1408 Chesnut street.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Tuesday, August 16.

The Money Market continues easy, but the demand is limited; loans are plenty on call, at 5@6 per cent. per annum; best paper is selling at 7@8 per cent.

The subscriptions to the new 7-30 loan, as reported to the Treasury Department for the last three days, amount to $3,019,000, including $1,228,500 yesterday.

According to the ruling of the Internal Revenue Bureau, real estate agents who have taken out a license as commercial brokers under the old law are not subject to reassessment under the new law.

There is more activity in the Stock Market this morning than we have noticed for some time past, and prices are better.

Government securities are in demand, with sales of 5-20s, at 109¼@109⅜, which is an advance, and 6s of 1881, at 108, which is also better.

In Railroad shares there is more doing at the advance, with sales of Reading, at 68¾@68⅞; Pennsylvania, at 74; North Pennsylvania at 35¾@36; Philadelphia and Erie, 36; Catawissa preferred, 41; common, 20½; and Mine Hill, 62¾.

Canal shares are firmer, with sales of Schuylkill Navigation at 41¾ for preferred, and 31 for common.

There is a good demand for Coal Oil shares, and prices have again advanced, with large sales this morning at 7⅞ for M'Ilheny; 11 for Dinsmore, 5⅞ for Perry; 5¾ for McClintock; and 3 for Mineral Oil.

Bank shares continue firm; 156 was bid for North America; 133 for Philadelphia; 59 for Farmers' and Mechanics'; 56¾ for Commercial; and 80 for Girard.

In City Passenger Railroads there is very little doing, and the rates are without any material change.

In Gold there is very little doing, and the market continues dull, opening at 257, fell off and sold at 256½ at 11 o'clock, 256 at 12, and 256¼ at half-past 12.

PHILADELPHIA STOCK EXCHANGE SALES, AUG. 16.

Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.

$5000 U. S. 5-20s	109	100 sh McClintock..b6	[illegible]
100 sh Reading R. R.	68¾	600 sh do	[illegible]
400 sh do	68¾	300 sh do	[illegible]
100 sh do....b60	69	100 sh Corn Planter	[illegible]
100 sh do	68¾	100 sh Petr Centre	[illegible]
200 sh Mineral Oil..b30	3	100 sh do	[illegible]
200 sh Egbert Oil..b30	[illegible]	50 sh N. Y. & M.	[illegible]
100 sh do....b10	[illegible]	100 sh Olmsted	[illegible]
200 sh North Pa R..b30	36	200 sh Ross. Oil	[illegible]
100 sh do	35¾	200 sh McIlheny	[illegible]
500 sh Dalzell Oil	8½	100 sh Organic Oil	[illegible]
800 sh Union Pet...b6	3½	100 sh Dalzell	[illegible]
100 sh do....b30	3½	100 sh Union Pet.	[illegible]
400 sh do	3½	300 sh Irving Oil	[illegible]

FIRST BOARD.

$2000 U. S. 6s, '81	108	100 sh Read. R. R.	68¾
$1000 do	108¼	100 sh do..b5 int	68¾
$11750 U. S. 5-20s	109¼	200 sh do	68¾
$100 do	109¼	100 sh do	68¾
$100 do	107½	600 sh Mineral Oil	3
$100 do....reg.	107½	200 sh Organic Oil	[illegible]
$3800 do....reg.	108	300 sh McClintock	5¾
$5000 Susq. Can bs.	64	100 sh Perry	[illegible]
$150 Susq Can scrip	[illegible]	100 sh Dalzell	[illegible]
$500 N. Pa. R. 6s	102	200 sh McIlheny	[illegible]
$400 do	102½	100 sh Noble & Del.	16
$4000 C & A R 6s, '81	107	100 sh do	16
$1000 Elmira R. 7s	113½	5 sh Sch. Nav. com.	31
$700 do 5s	[illegible]	100 sh do. pref.	41¾
100 sh N Pa. R. R.	35½	100 sh do	41¾
200 sh do....b30	36	100 sh Penna. R.	74
100 sh do....b5	36	47 sh Minehill	62¾
1 sh Mech Bank	28	200 sh Phil. & Erie	36
5 sh do	28½	200 sh do	[illegible]
300 sh N. Creek	1¼	8 sh Ches & Walnut	61
400 sh Fulton Coal	10½	300 sh Dinsmore	11
500 sh Gr Mount	8¾	300 sh do	[illegible]
25 sh Wyoming Cl.	88	200 sh Rock Oil	3¾

PRICES OF STOCKS IN NEW YORK.

Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

	First Call.	Second Call.
United States 6s, 1881, int off	106½ bid	sales
Rock Island Railroad	bid	[illegible] sales
Reading Railroad	68¾ bid	sales
Illinois Central Railroad	bid	131 sales
Galena	[illegible]	[illegible] sales
New York Central Railroad	131½ bid	sales
Erie Railroad	113 bid	sales
Harlem Railroad	153½ bid	153½ sales
Gold	255¼ bid	sales
United States 5-20s	109½ bid	109½ sales
Market	Firm.	Firm.

JAY COOKE & CO. quote Government Securities, etc., to noon to-day, as follows:—

	Buying.	Selling.
U. S. 6s, 1881	108	109
U. S. 7 3-10 Notes	109	110
Certificates of Indebtedness, New	94½	95¾
Quartermaster's Vouchers	92	94
Gold	255	257
5-20 Bonds	108¾	109

—M. Schultz & Co., No. 16 S. Third street, report the following quotations for Foreign Exchange per steamer *Africa*, from Boston:—

London, 60 days' sight, 277@278; London, 3 days, 279@280; Paris, 60 days' sight, 2f. 05@2f. 06¾; Paris, 3 days, 2f. 03¾; Antwerp, 60 days' sight, 2f. 05; Bremen, 60 days' sight, 100@101; Hamburg, 60 days' sight, 90; Cologne, Leipsic, Berlin, 60 days' sight, 180; Amsterdam, Frankfort, 10 days' sight, 103@104; Frankfort, 60 days, 104. Market firm.

Quotations of the principal Coal and Coal Oil stocks at 1 o'clock to-day:—

	Bid.	Ask.		Bid.	Ask.
Fulton Coal	..	10¾	Perry Oil	5¾	5¾
Big Mountain Coal	8¾	8¾	Mineral Oil	2¾	3
N. Y. & Mid. Coal	..	20¾	Keystone Oil	1¾	2
Green Mt. Coal	..	6¾	Venango Oil	..	1
N. Carbondale	2	4	Union Petroleum	3¾	3¾
New Creek	1	1¼	Organic Oil	1¾	1⅞
Feeder Dam Coal	⅞	1	Franklin Oil	..	2
Clinton Coal	..	1¾	Howe's Eddy Oil	1	2
American Kaolin	2½	3	Irving Oil	..	5¾
Penn Mining	..	9¾	Pope Farm Oil	..	1¾
Girard Mining	..	5	Butler Coal	18	20
Etna Mining	..	14	Keystone Zinc	2	2¾
Phila. and Boston	..	3	Dinsmore	11¾	12
Connecticut	..	1	Dalzell Oil	8¾	8¾
Alsace Iron	1¼	2	McIlheny	7¾	7¾
Oil Creek	6	7	Roberts Oil	..	3
Maple Shade Oil	15	16	Olmsted	2¾	3
McClintock Oil	5¾	5¾	Noble & Delamater	..	16
Pennsylvania Pet.	..	4			

—The following are the receipts of Coal Oil at this port to-day—Crude, 420 bbls.; Refined, 870 bbls.

—The following comparative statement shows the average condition of the leading items of the Philadelphia Banks for the past and previous week:—

	Last Week.	This Week.		
Capital	$13,297,820	$13,310,150	Increase	$12,330
Loans	39,142,449	39,351,441	Increase	210,992
Specie	3,961,367	3,962,119	Decrease	[illegible]
Legal Tender	12,878,394	12,840,000	Increase	101,605
Deposits	37,274,436	36,820,874	Decrease	453,562
Circulation	2,231,894	2,214,929	Decrease	16,965

The bank averages the past week do not vary materially from those of the preceding week.

—The New York *Herald* this morning says:—

The financial transactions at the Sub-Treasury in this city during the past week are exhibited in the annexed table:—

	Receipts from Customs.	Total Receipts.	Payments.
Monday	$159,000	$980,541	$2,118,753
Tuesday	235,900	1,104,180	1,422,671
Wednesday	345,000	1,349,930	932,685
Thursday	227,630	4,634,741	4,677,032
Friday	269,000	1,401,911	2,024,330
Saturday	245,000	1,235,680	1,477,338
Total	$1,480,000	$10,696,233	$12,6[illegible]
Week previous	649,000	13,314,833	10,27[illegible]

It will be seen that the receipts from customs last week exceeded those of the previous week $831,000. The balance in the hands of the Assistant Treasurer on Saturday was $16,971,011, which is the lowest amount left in the Sub-Treasury vaults since the commencement of the present year.

The value of the imports, other than dry goods and specie, at this port during the week ending August 11 was $2,620,949.

—The Weekly Averages of the old Banks of the City of New York, on Saturday, August 13, 1864, present, in the aggregate, the following changes from the previous exhibit of August 6:—

Decrease in Loans	$189,263
Decrease in Specie	79,209
Decrease in Circulation	104,924
Increase in undrawn Deposits	2,547,251

Including the Clearing-house operations of the week, which show the inter-exchanges between the Banks, and including also the Sub-Treasury balance at the close of the week, the following is the general comparison with the previous exhibit, and also with the movement this time last season:—

	Aug. 15, 1863.	Aug. 13, 1864.	Aug. 6, 1864.
Capital	$69,401,000	$69,927,725	$69,927,725
Loans	175,305,471	185,074,241	185,263,507
Specie	32,874,913	21,080,309	21,159,518
Circulation	5,649,177	4,417,894	4,522,738
Gross Deposits	205,772,306	221,608,190	231,710,412
Exchanges	49,822,898	65,781,898	78,481,149
Undrawn	155,950,043	155,816,514	153,279,383
In Sub-Treasury	25,376,563	16,971,011	19,046,267

—The last weekly returns of the banks of Providence, R. I., compare with the statement of July 30 as follows:—

	July 30.	August 6.
Loans	$24,014,200	$23,572,700
Deposits	5,235,000	5,054,600
Circulation	4,024,800	4,089,600
Specie	347,400	347,100

Official Drawings of the Shelby College Lottery of Kentucky.

CLASS 383—August 15, 1864.

69, 60, 51, 24, 47, 7, 77, 37, 18, 31, 69, 43, 10, 64, 19.

EXTRA CLASS 384—August 15, 1864.

28, 78, 71, 61, 31, 41, 14, 77, 70, 66, 45, [illegible]

Circulars sent by addressing [illegible]

Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

OFFICE No. 108 S. THIRD STREET.

Price Three Cents Per Copy, or Eighteen Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Nine Dollars Per Annum; One Dollar and Fifty Cents for Two Months, invariably in advance for the period ordered.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee for his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we urgently request that advertisements may be handed in as soon as 10 o'clock, if possible, to secure them an insertion in all of our editions.

TUESDAY, AUGUST 16, 1864.

THE CHICAGO CONVENTION.

There is evidently a great and growing solicitude among the people as to the result of the coming Presidential election. Two candidates are already in the field, and it is yet uncertain how many more may be nominated before the canvass is closed. Public curiosity is most exercised just now, however, with reference to the action of the Democratic Convention to meet shortly at Chicago. Everybody is asking who will be its nominee for the succession, and nobody is able to answer the question. The plain truth is that the leaders of the Democracy have not, up to this time, indicated so decided a preference for any one person as to afford any sufficient ground for even a guess as to the choice that will be ultimately made.

It may happen—and indeed it is not at all improbable—that none of the several prominent gentlemen thus far spoken of will be selected. If we judge from what we see and hear, the opposition to the present Administration are sadly at a loss for a man of such commanding and overshadowing merit as to unite on him at once, and decisively, any respectable portion of the party, much less a majority. There are many available candidates spoken of. There are Messrs. Guthrie, Seymour, Pierce, Fillmore, McClellan, Vallandigham, Pendleton, Voorhees, Woodward, Black, Reed, and others.

But it is a remarkable fact that, while the day for the assembling of the Chicago Convention is rapidly drawing near, the sentiment of the Democracy seems to be as unsettled and divided, respecting the ticket to be agreed upon, as it was six or twelve months ago. Nor is this perplexity likely to be diminished as the time for the decision to be made approaches. The crowd of equally meritorious, yet inferior and ordinary, men is so great, that there is not one that clearly overtops them all in character and ability, that the Chicago Convention is likely to be seriously, if not fatally, distracted and embarrassed by the conflicting pretensions of rival mediocrities.

But this want of a decidedly and universally acceptable candidate for the nomination is not the only, nor the greatest, difficulty to be encountered by the opposition. They promise to be much more seriously divided by differences of political opinion as regards the question of peace or war. On these subjects they appear to be hopelessly disagreed and irresolute. The peace men "at any price and on any terms" are obviously afraid to avow their true sentiments. On the other hand, the men who are for the war, provided it is prosecuted constitutionally, seem afraid to plant themselves distinctly and conclusively on that platform.

It is only a few days ago that the former held a caucus in New York to compare views. We know that the meeting was not at all harmonious. One member, ex-Senator Bayard, of Delaware, is reported to have left the conclave in disgust, and the rest finally dispersed without coming to any satisfactory understanding. These elements of discord are not apt to be reconciled by time. Indeed, they will, most probably, be intensified and confirmed by every effort to compose and assimilate them. They will rage, we doubt not, with fierce violence at Chicago in the grand parliament which the Democrats are to hold there for settling their political creed and selecting the men who are to be the chosen exemplars and champions of it. And when the contest once begins between the antagonistic factions—the war and peace men—it will wax warmer and warmer as the discussion progresses, until at last the assemblage will break up in a grand row, resulting eventually, perhaps, in two tickets and two platforms, after the manner of the Charleston Convention, and the defeat of both. Such a catastrophe is not at all improbable, in view of the bitter spirit of discord that divides the Democracy with regard to the present state of the country and the policy that should be pursued in respect to it; and all true patriots will devoutly pray that the power of its enemies to injure or destroy the nation may yet be defeated by their divided counsels.

EMPLOYMENT FOR WOMEN.

It was stated recently that it was proposed in Chicago to employ women as conductors on the street railways in that city, and that the directors of all the companies were in favor of the proposition. We notice this only as an indication of a growing public sentiment in behalf of a most interesting and suffering class of our population.

Wherever the labor of females can be substituted for that of males, it should invariably be preferred; and we believe that, were the policy once fairly put in practice and carried out to the furthest limits of which the capacity of the sex would admit, it would prove to be the most benevolent, and perhaps important, reform that it is possible to introduce into the industrial economy of every civilized State. And why should it not be done? We provide asylums for the deaf and dumb, for the lame and blind; we erect schools of reform for the abandoned and depraved; we cover the land with homes for paupers and vagrants, and boast perpetually of the vast sum of charitable effort we are making to ameliorate the lot of the wretched and unfortunate of every class.

But while self-complacent philanthropy is doing all this really valuable good, does it not unthinkingly close upon the orphan girl and the helpless widow access to that happy and proud independence which willing hands would win in many a sphere of industry from which the prejudice of habit and the scruples of a false delicacy exclude them?

There is a great sin at our doors in this dreadful shutting out of self-dependent women from the occupations for which they are no less fit, if not better qualified, than men. Providence is not unmindful of the injustice, and is already, by indirect and slow, but eventually effectual interposition, working out a reformation. Much auspicious progress in the change is even now evident among us.

Women are gradually gaining admission into kinds of employment from which they have been rigorously kept out; and the better taste and skill, the superior steadiness and diligence they are bringing to tasks in which they have supplanted male labor, are fast opening to them other and higher departments of industry.

The result will not be important to them alone—it will afford a yet greater advantage to society, in redeeming to profitable use an immense amount of mechanical and inventive faculty not hitherto brought into operation, and in so harmonizing the supply and demand of labor and skill in every industrial community, as effectually to put an end to all violent insurrections designed to force wages up to an unjust standard.

DESCRIPTION OF THE "TECUMSEH."

The *Tecumseh* was one of Mr. Ericsson's improved monitor batteries, and was built by Secor & Co., under the superintendence of Geo. Birkbeck, at Jersey City. She was launched on the 12th of September, 1863, at eight o'clock A. M. She was christened by Mrs. Kate Gregory, daughter-in-law of Admiral Gregory, United States Navy. She made her final trial trip on the 28th March, 1864, and was put in commission at the Brooklyn Navy Yard on the 25th of April, 1864, and arrived at Hampton roads on the 28th of that month. After a few weeks' stay in the James river, with Acting Rear Admiral Lee, she was sent to Mobile for Admiral Farragut. Her career has been brief, and her finale horrible. Heaven save us from any more monitor disasters!

The *Tecumseh* was of the following dimensions:—Extreme length over armor, 235 feet; length of hull proper, 190 feet; extreme beam over armor, 46 feet; beam of hull proper, 37 feet; depth of hold, 13 feet; armament, two 15-inch guns.

The following was the list of officers of the iron-clad *Tecumseh*:—

Commander—T. A. M. Craven.
Lieutenant—J. W. Kelly.
Acting Assistant Surgeon—Henry A. Danker.
Acting Assistant Paymaster—George Work.
Acting Master—Charles F. Langley.
Ensigns—F. H. de Entamanville, G. Cottrell.
Engineers—Chief, John Farron; First Assistants, Chas. Pennington, W. L. Pencil; Third Assistants, F. Scott, W. D. Fay.
Clerk to Captain—Isaiah Conley.

Sketch of Commander T. A. M. Craven, U. S. N., late Commander of the "Tecumseh."

Tunis Augustus Macdonough Craven entered the naval service of the United States as a midshipman on the 2d of February, 1829. He was born in New Hampshire, and was appointed from New York State, of which he was a citizen. In 1830 he was ordered to the sloop-of-war *Boston*, attached to the Mediterranean squadron. He remained in her until 1833, when he was granted a leave of absence for a few months. In 1834 he joined the sloop-of-war *St. Louis*, under Master Commandant Thomas M. Newell, on the West India station. He returned from her during the close of that year.

On the 3d of July, 1835, he was warranted as a passed midshipman, and waited orders until 1836, when he was ordered to duty in connection with the surveying of our coast. His aptitude for this kind of work induced the Navy Department to keep him in this service until 1812. At an extra session of Congress in 1841, he was promoted to be a Lieutenant, his commission bearing date September 8, 1841. His first orders after being a Lieutenant was to the sloop-of-war *Falmouth*, of the Home Squadron.

He was attached to this vessel until 1843, when he was ordered to the receiving ship *North Carolina*, at New York. He remained there but a short time, when he was ordered to the storeship *Lexington*. He was relieved from her in January, 1844, and granted a furlough.

In 1847 he was ordered to the sloop-of-war *Dale*, Commander W. W. McKean, of the Pacific squadron. He made a full cruise in her and left her in August, 1849, and waited orders, until ordered to the Coast Survey in 1850 and 1851, where he remained until 1858, when he was ordered to the command of the Atrato Expedition, whose duty it was to explore and verify the surveys previously made of a ship canal near the Isthmus of Darien, to connect the waters of the Pacific and Atlantic, by the Atrato and Turando rivers.

In 1859 we find him again attached to the Coast Survey in the steamer *Corwin*. He left the Coast Survey in June, 1859, and was ordered to command the steamer *Mohawk*, of the Home Squadron, under Flag Officer W. J. McCluny, his station being off the coast of Cuba to intercept slave-traders. When the Rebellion broke out he was in command of her, but shortly afterwards he was placed in command of the *Crusader*. His services were of such value in these vessels that the Board of Underwriters of this city presented his wife with a service of plate, and forwarded to him the following complimentary letter:—

Office of the Board of Underwriters, New York, October 19, 1861.—Dear Sir:—The Board of Underwriters of the city of New York have observed that, while in command of the United States steamers *Mohawk* and *Crusader*, you have always evinced a desire to render such assistance to the commerce of our country as could properly be extended in the performance of your duty, and that on several occasions you have rendered important services to American vessels in distress in the vicinity of Key West, Florida. Appreciating these services, the Board, by a resolution, have requested me to convey to you their acknowledgment and thanks; and in doing so, permit me to add that you have their best wishes for success and advancement in your profession, and in the service of your country at this trying hour, and that they will continue to feel a deep interest in your welfare.

Very respectfully, your obedient servant,
T. B. SATTERTHWAITE, President.
Captain T. Augustus Craven, United States Navy.

Commander Craven received his present commission April 24, 1861, and in September, 1861, he left the *Crusader* and took command of the new screw sloop *Tuscarora*, which was despatched across the Atlantic to cruise for Rebel pirates. He returned in July, 1863, after performing much valuable service for the Union abroad. Early this year he was ordered to the command of the Ericsson battery *Tecumseh*, and sailed in her for Hampton Roads to join Acting Rear-Admiral Lee's James river flotilla. He was among the first to reach City Point; and, after a somewhat lengthened stay in the James river, he was ordered to join Admiral Farragut, and in the passage of the Mobile forts his vessel was blown up by a torpedo, and he perished in a most horrible manner, no doubt having been drowned in the pilot-house.

He was an officer of rare merit, and a great favorite. Socially, he was genial and affable, and won friends in all classes. No one knew him but to love him. He was full of inventive genius, and was apt and quick in anything he undertook. He was opposed to the Monitor system in all its details, yet he would not request any other command, feeling, as he did, that they were unsafe under almost any circumstance. Commander Craven will be a great loss to our navy, and one not easily repaired. He leaves a very interesting family behind him to mourn his loss. Wherever he was known his loss will be felt. He stood number three on the list of commanders, and has served his country faithfully for over thirty-six years; nearly twenty years of this time has been at sea. He was just in the prime of life, and full of bright promise. He has fallen a victim to the Monitor interest. Peace to his ashes.

REBEL CORRESPONDENCE.

We have received from Mr. Jas. H. Marshall, of the 79th P. V. V., a couple of private notes of recent date, that were intended to pass between Rebel officers, but found their way instead into the hands of the Yankees. Both were written as if hurriedly, and in pencil. The shorter and more valuable of the two was written by Major-General Wheeler, and addressed to no less important an individual than Major-General Hood. The scout in whose possession they were fell, we suppose, into the hands of the Yankees—at all events, the notes "miscarried." That addressed to General Hood runs as follows:—

"Headquarters Cavalry Corps, 11·50 A. M., July 19, 1864.—General:—We are using every exertion to find out about the enemy on our front, and I have urged upon the commanders on our right the importance of their finding out the facts in regard to the enemy upon their front. I am having my best scouts rested to go into the enemy's rear to-night.

"Respectfully, General, your obedient servant,
"J. W. Wheeler, Major-General.
"To General J. B. Hood, Commanding Army of Tennessee."

On the back of this note is a postscript signed as above:—

"This courier will remain at your headquarters, which will make two couriers at your command who know where my headquarters are."

We give below some extracts from the other, which may be of some interest to our readers, as showing how an intelligent Rebel officer viewed "the situation" on the 18th ult.:—

"Engineer Corps, Army of Tennessee, July 18, 1864.—Major R. G. Ricks.—My Dear Sir:—I think we are about to have heavy work on this side of the river. The enemy are on this side, northeast of Atlanta, in heavy force, and movements are now on foot to meet them. I think it very probable a battle will take place near Atlanta in the course of the week.

"General Johnston was relieved of the command of this army, and Lieutenant-General Hood is now commanding. The army generally regret the loss of General Johnston. They are more attached to him than to any one else, and would not exchange him for Lee. It is a pity that a change should take place at this particular time. Some think Beauregard will be sent here in Johnston's place.

"General Bragg was here a few days ago. He was astonished to find the army in such good condition, and possessing so much confidence in their late leader.

"My opinion of our present situation is that we will fight, and if after several trials we find the enemy too hard for us, we will fall back slowly to Macon, as we have done from Dalton. All the stores have been moved to Macon.

"Yours, truly, W. H. Ferguson."

From this it appears that Bragg, the *Bragg*-art, expected to find their army much demoralized by the chronic policy of falling back which has characterized Johnston's campaign. We hardly think Mr. Bragg would congratulate himself at the present date, upon the "good condition" of the Rebel army around Atlanta, when we consider that within the past three weeks thirty thousand men of Hood's command have been placed *hors de combat*. They have had the "several trials" which were expected by this Rebel officer, and finding the enemy "too hard for them," they will now "fall back slowly to Macon"—*if they can*.—*Lancaster Express.*

FOREIGN JOTTINGS.

—A cavern has been discovered at Brixham, Devon, containing stalactites of great variety and beauty. It is to be scientifically explored and described.

—The value of a dollar, as known in the legal language of Canada, is one-fourth of the pound currency, held to be equivalent to and to represent one hundred and one grains and three hundred and twenty-one thousands of a grain Troy weight, as the standard of fineness prescribed by law for the gold coins of the United Kingdom.

—Garibaldi is encountering another storm of popularity. The love and admiration of republican heroes are not yet dead in Europe. He is overwhelmed with personal attentions, and enriched by the offerings of his friends. The poor and naked and outcast walk past the General's corridor. He shakes hands with all. Women torment him by kissing his face. Strangers force their hands and their company on him, and sit staring at him. He endures all with a patience truly wonderful.

—The price charged in London for water, and particularly for "high services," would keep a moderate kingdom going; and the eight gas companies sell gas of fifteen-candle power, which pours out sulphuretted hydrogen in visible volumes and blackens silver in two days, at 4s. 6d. the thousand feet, while in Plymouth pure white gas, of thirty-candle power, is sold at 2s. 9d. There is no reason in the world, says the London *Spectator*, why English cities and towns should not enjoy the benefit of gas and water supplies as in those of America.

—Some English critics, taking their cue from the mendacious and licentious novel of "Marion," have abused New York and New York society. Here is a picture of London, drawn by one of its best journals:—

"We do not know in the whole world beings so deserving of pity for all the external associations of their lives as the million and a half of Englishmen who live east of Moorgate street, amid sights and stenches which no Oriental city could surpass, and which even an Oriental climate could not redeem. There is no such unbroken squalor in the world as that amidst which the well-paid artisans of the most prosperous city in the world are condemned to pass their lives."

—Railway accommodations are lessening in Europe, while here they are increasing. It seems that, either from want of agreement or want of consideration, there is only one fast through-train a day between Paris and Vienna, while in former years there were two trains. Four years ago, when there was no bridge across the Rhine, and passengers had to go by omnibus from Strasburg to Kehl, the time between Paris and Munich was less than it is at present. The rule which is thus inaugurated on the great railroads is observed faithfully on the minor branch lines, and, though the railway map of Germany is filling up rapidly, and the blank spaces are less than before, the scantiness of accommodation, instead of diminishing, seems to increase.

—D'Israeli, if he cannot succeed in ousting Lord Palmerston, can always raise a laugh. The following is a specimen of his style, taken from one of his latest speeches in the House:—

"We know that in private life there is always some person, male or female, who is regarded as a superior person. They decide on everything, they lecture everybody; all acknowledge their transcendent virtue, and every one gets out of their way. (A laugh.) The right honorable member for Stroud is the 'superior person' of the House of Commons. (Cheers and laughter.) I am quite surprised that the honorable gentleman, the member for Sheffield (Mr. Roebuck), who has been sitting opposite the right honorable member with the immense lantern which he always uses to find an honest man, has not the ingenuousness to acknowledge that he has at last found the object of his search." (Cheers and laughter.)

—English law is not above the smallest claims on its justice, and is often very comically administered. Here is a late case in the Shoreditch County Court. An action was brought to recover £2, the value of a tabby cat which had been killed by defendant, who pleaded a justification. It appeared that plaintiff and defendant are both 'bus-conductors on the Kingsland road, and live as lodgers in a house in the Ball's-pond road. The plaintiff had a beautiful tabby cat, which he very much valued, and the defendant had a very nice canary upon which he set even more store. One night the unfortunate cat got into defendant's room, and by the morning all that remained of the poor bird was a few feathers. When defendant went into his room he saw the cat under a chair, and, to use his own word—"Not knowing what to do, he tied a rope round her neck, and drew her up tight between the door and the post, she dying easily." After the most animated discussion by the learned counsel on both sides, embracing the serious points of negligence, what are domestic animals, justification, right of retaliation, and various other important questions, his honor said that plaintiff was entitled to recover damages for the cat, and defendant was also entitled to be paid for the bird. If the parties could not agree the case could stand over for a cross action. Adjourned accordingly.

How Columbus Looked.—The personal appearance of Columbus was not a bad index of his character. His general air expressed the authority which he knew so well how to exercise. His light grey eyes kindled easily at subjects of interest. He was tall and well formed. His complexion was fair and freckled, and inclined to ruddy. Trouble soon turned his light hair grey, and at thirty years of age it was quite white. Moderate in food and simple in dress, temperate in language, bearing himself with courteous and gentle gravity, religious without being a formalist, repressing his irritable temper with a lofty piety, he was the model of a Christian gentleman. The devout reference of his successes to the Divine favor, with which he concludes the report of his first voyage to the sovereigns of Castile, is highly characteristic of the man.—*Dickens' Once a Week.*

Married.

FERRIS—SIPLER.—On the 11th inst., at the residence of the bride's father, by Rev. S. W. Crittenden, Mr. DWYGHT FERRIS, of Cuba, N. Y., to Miss REBECCA E. SIPLER, daughter of Philip Sipler, Esq., of Darby, Pa.

SMITH—McGUNIGLE.—On the 10th inst., by Rev. S. W. CRITTENDEN, at his residence, EDWARD K. SMITH, of Charlestown, Mass., to Miss ANNIE McGUNIGLE, of Philadelphia.

WRIGHT—HENDLEY.—On the 15th inst., by Rev. Charles E. Murray, assistant minister of the Church of the Epiphany, JAMES T. WRIGHT, of New York city, to ELIZA M., only daughter of the late Roger Hendley, of St. Thomas, Canada West. New York papers please copy.

Died.

FRANCIS.—On Saturday, August 13th, ANN, wife of L. C. Francis, in the 71st year of her age.

The relatives and friends of the family, also, the members of St. Paul's Episcopal Church, Third street, below Walnut, are respectfully invited to attend her funeral, from her late residence, No. 724 Sansom street, on Wednesday morning, at 8 o'clock.

GORDON.—On Sunday, 14th inst., Mrs. HANNAH, relict of Dr. John H. Gordon, aged 77 years.

Her relatives and the friends of the family are invited to attend the funeral, from her late residence, No. 1816 Delancy place, on Wednesday morning, at 8 o'clock.

GRUBB.—Entered into rest, on the 11th instant, at Spring Hill Fort, Virginia, Lieutenant PARKER GRUBB, of the 37th New Jersey Volunteers.

"He is not dead, but sleepeth."

His funeral will take place from his father's residence, in Burlington, N. J., on Wednesday, the 17th instant, at 4 o'clock, P. M.

HILL.—On Monday, the 15th inst., ELEANORA SARAH, daughter of Thomas Finnimore Hill, Esq., of Exeter, England.

The funeral service will take place at Emmanuel Church, New Castle, Delaware, on Thursday afternoon, at 5 o'clock.

HYER.—On the 14th instant, Mrs. SARAH HYER, aged 86 years.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her son, Alexander C. Hyer, corner of Harrison and Cherry streets, Frankford, on Wednesday afternoon, at 2 o'clock, without further notice.

IRELAND.—On Sunday, the 14th instant, WILLIAM IRELAND, in the 65th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 1324 Vine street, on Wednesday, the 17th instant, at 10 o'clock A. M.

McMANUS.—On Friday, the 12th instant, at Christ Church Hospital, Miss JANE McMANUS, in the 78th year of her age.

PAXSON.—On the 15th inst., of consumption, Lieut. JOSEPH J. G. PAXSON, Fifty-eighth Regiment P. V. V., son of the late Edward and L. A. Paxson, in the 27th year of his age.

His relatives and friends, and those of the family, and the members of his regiment, are respectfully invited to attend the funeral, from his mother's residence, No. 713 Wallace street, on Wednesday, 17th inst., at 4 o'clock P. M., without further notice.

SHEPHERD.—On the 14th inst., Miss MARIA SHEPHERD, daughter of Catharine and the late John Shepherd, in the 56th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her mother, No. 917 Poplar street, on Wednesday afternoon, at 3 o'clock, without further notice.

I. E. WALRAVEN,
SUCCESSOR TO W. H. CARRYL,
MASONIC HALL,
No. 719 CHESNUT Street.
WINDOW SHADES,
CURTAINS,
AND
MOSQUITO NETTINGS.

BUSINESS ITEMS.

Office of the Lehigh Coal and Navigation Company,
PHILADELPHIA, August 15, 1864.
HOLDERS of the
OLD CERTIFICATES OF LOAN,
Who subscribed for
CONVERSION INTO THE
"LONG LOAN,"
on leaving them at
THIS OFFICE,
can have the New Certificates the
NEXT DAY.

ELECTRICITY.
LOOK AND LIVE! A WORD TO THE WISE IS SUFFICIENT!

All diseased conditions, both acute and chronic, where there is vitality enough left to react, are permanently cured, by warrantee, at No. 1220 WALNUT Street, Philadelphia, and in case of a failure in most obstinate maladies, no charge is made. Electrical Institution, established about five years ago by Professor BOLLES. Read the following:—

A class of maladies prevails to a fearful extent in communities, dooming 100,000 youths, of both sexes, annually to an early grave. These diseases are very imperfectly understood. Their external manifestations or symptoms are nervous debility, relaxation, and great exhaustion, marasmus, or wasting and consumption of the tissues of the whole body, shortness of breathing, or too hurried breathing on ascending a hill or flight of stairs, palpitation of the heart, asthma, bronchitis, and a dry, sore throat, trembling and shaking of the arms and lower limbs, aversion to society, business, and to study; sometimes dimness of the eyesight, loss of memory, dizziness of the head, neuralgia pain in various parts of the body, pains in the back and lower limbs, lumbago, dyspepsia, constipation of the bowels, deranged secretions of the kidneys, and many other glands of the body, producing virulent diseases in both males and females; likewise epilepsy, hysteria, and different forms of nervous spasms. Now, then, ninety-nine cases out of every hundred of all the above-named diseases, and a host of others not named, as consumption of the lungs, or of the spinal nerves, have their origin in the pelvic viscera, hence the want of success by any of the old medical systems of practice.

DISEASES OF FEMALES.

Prolapsus Uteri, Leucorrhœa, Amenorrhœa, and Dysmenorrhœa. All the above diseases and other Uterine complaints have their origin in a loss of the vital power of the body, brought on by injuries, excesses, a dentary habits, personal abuses, abortions, and the use of powerful medicines. Some of the peculiar symptoms are dragging pains through the hip and back, weakness of the limbs, and extreme languor and debility throughout the entire system. The effects produced from these troublesome maladies are almost multitudinous. Consumption, Dyspepsia, Neuralgia, Paralysis, Deafness, Blindness, Fits, and Insanity, and even Idiocy, are not uncommon.

No effectual or reliable remedy has ever been found for these alarming complaints till our late discovery in the use of Electricity in strict accordance with the positive and negative polarization of the Uterine Organs. We never failed in curing all of the above diseases, except in case of organic derangement, or severe injuries of the parts.

Mrs. Fulton, a lady of great experience and ability, will have entire charge of treating in the ladies' department.

Consultation free.
Prof. BOLLES & Dr. BROWN,
au2-40t No. 1220 WALNUT Street, Philadelphia.

LILLIE'S
CHILLED IRON SAFE
STILL FEELING FOR THE ENEMY,
Who is like
"PAT'S FLEA, WHEN YOU PUT YOUR FINGER ON HIM HE AIN'T THAR."

To David Evans, of the Firm of Evans & Watson:—

SIR:—You publicly asserted in a late newspaper article, that you would drill any LILLIE'S SAFE now in use in the city of Philadelphia in two hours, including the Safes at the Bank of Northern Liberties, &c. We have fairly met you on your own ground, and gave you three hours instead of two hours (the time you asked), without response. But you say in a still later article, you will pledge $1000 against $1000 that you will drill and open some other of LILLIE'S SAFES in three hours. Now, as you have not confidence to put Evans & Watson's Mercantile Safe against Lillie's as a Fire Proof, nor Evans & Watson's best Bank Safe against Lillie's as a Burglar Proof, and as you have not confidence in your ability to open one of Lillie's Safes at the Bank of Northern Liberties in three hours, but still assert that you can open other of Lillie's Safes in three hours, and offer to pledge $1000 against $1000 that you will thus open Lillie's Safe at the First National Bank, Chester, the First National Bank at Williamsport, and others; now, that your *wonderful* talent in drilling chilled iron shall not be "hid in a bushel" or "wasted on desert air," we propose to arrange with either of the above Banks (as you may elect) to allow you to operate upon their Safe. The following to be the terms and conditions:—

The *terms*:—Each party shall put into the hands of the cashier $1000. The cashier to put the money in the safe and lock it on his combination. You are to operate on the safe precisely as proposed in your challenge to the Corn Exchange Bank in all respects. If you get possession of the money in three hours it is to be yours, if not the money is to be ours, and you are, in case of failure to pay the damage done to the safe; and you are to be allowed two of the best steel drills you can procure to operate with.

The *condition*.—You shall first arrange with the Seventh National Bank, Philadelphia, to furnish their safe for us to operate upon, should you succeed to open Lillie's, and each party to pledge $1000 as above, and if we do not open their safe, made by Evans & Watson at a cost of $1300, in two hours, without powder, and with no more noise than you make to open Lillie's, the money to be yours, and the damage to the safe to be made good by us. If we do succeed, the money to be ours.

As you decline to place Evans & Watson's best Bank Safe costing $1700, against Lillie's, costing $800, on equal terms as a Burglar-proof, we now offer you one-half more time than we ask (should you succeed at all). Shall we have your acceptance?

LEWIS LILLIE & SON,
M. C. SADLER, Agent,
No. 21 South SEVENTH Street.

Choice Old Government
JAVA COFFEE,
ROASTED FRESH
EVERY MORNING,
DAVIS & RICHARDS,
ARCH and TENTH.

E. G. Whitman & Co.,
Manufacturers of New and Delicious Confections, Almond Paste, Chocolate Caramels, Creams La Mode de Paris, exquisitely flavored.
Roasted Jordan Almonds, &c., &c.
No. 318 Chesnut street, below Fourth.

Steck & Co.'s Pianos.—
STECK & CO.'S MASON & HAMLIN'S PIANOS.
CABINET ORGANS.
STECK & CO.'S PIANOS.
J. E. GOULD,
Seventh and Chesnut streets.

TELEGRAPH NOTICE.—REMOVAL AND Consolidation.—The offices of the Inland and Independent Telegraph Lines have been removed from Nos. 413 CHESNUT Street and 3 South THIRD Street, to the southeast corner of THIRD and CHESNUT Streets.

These companies have also been consolidated with the United States Telegraph Company, and their consolidated lines now extend over the United States and Canadas, and are now being rapidly constructed to California, and the Territories of Oregon and Idaho.

The public will at once see the advantages that this line now enjoys over all other lines, inasmuch as messages are forwarded *direct* to all points, thus avoiding the delays and inaccuracies of relaying, renumbering, and rewriting over connecting or sectional lines.

The United States Consolidated Lines are the only lines working in opposition to the Old Monopoly.

A. J. BALDWIN, Superintendent.
Philadelphia, Aug. 10, 1864. au11 6t

AMUSEMENTS.

GROVER'S NEW CHESNUT STREET THEATRE.
THIS EVENING,
The grand romantic, musical, spectacular drama, ALADDIN, OR THE WONDERFUL LAMP. Presented, after three months' active preparation, in a style of unprecedented magnificence, replete with wonderful transformations, magnificent scenery, grand marches, superb costumes and properties, beautiful music, and choruses. jy30 tf

FOR CAPE MAY.
THE STAUNCH AND COMMODIOUS STEAMER
"MANHATTAN,"
CAPTAIN E. A. RYTHER,
Of the Cape May Line, is now making her regular trips to CAPE MAY, leaving ARCH Street Wharf, every Tuesday, Thursday, and Saturday at nine o'clock; returning will leave Cape May every Monday, Wednesday, and Friday at half-past eight o'clock, touching at New Castle going and returning. Fare $2·50; carriage hire included. Children half price; carriage hire included. Servants $1·50; carriage hire extra. Freight at low rates. No freight received after 8 o'clock, and in all cases must be prepaid.
jy21-tf JOSEPH A. STEWART, Agent.

SUMMER EXCURSIONS,
AT
REDUCED RATES,
TO THE GREAT
Coal, Iron, and Lumber Regions
OF PENNSYLVANIA.
TICKETS GOOD FOR TEN DAYS.
Giving ample time to visit each point of interest on the route.
The Catawissa Railroad Company
Having perfected arrangements with connecting roads, will issue EXCURSION TICKETS from Philadelphia over the following route:—
Philadelphia and Reading Railroad—To Reading, Schuylkill Haven, Ashland, Mahanoy City, and Tamaqua. Catawissa Railroad—To Summit, McAuley Mountain, Catawissa, Rupert, Danville, Milton, and Williamsport. Lehigh and Mahanoy, and Beaver Meadow Railroads—To Black Creek and Mauch Chunk. Lehigh Valley Railroad—To Allentown, and Bethlehem, and the North Pennsylvania Railroad to Philadelphia.
For variety and grandeur of scenery, this route presents peculiar inducements to tourists.
Those wishing to do so, may reverse the route by obtaining tickets to start over the North Pennsylvania Railroad.
FARE, $10.
Tickets can be obtained at the Depots of the Philadelphia and Reading Railroad, and North Pennsylvania Railroad Companies, and of
N. VAN HORN,
TICKET AGENT,
N. W. CORNER SIXTH AND CHESNUT STS.
Trains start from Philadelphia and Reading Depot at 8·15 A. M. and 3·30 P. M., and from North Pennsylvania Railroad Depot at 7 A. M. and 3·45, and 5·15 P. M. jy23-stuth12t

HARPER AND LADY'S FRIEND, for September.
PITCHER'S,
au15-3t No. 808 CHESNUT Street.

AMERICAN BANK-NOTE REPORTER.
THE ONLY BANK NOTE REPORTER IN PHILADELPHIA.
PUBLISHED WEEKLY.
The only one containing QUOTATIONS of Bank Notes in FOUR CITIES, viz:—
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The only one which contains the
NATIONAL BANKS
as fast as organized (official list).
The only one which contains the GENERAL DISCOUNT in
EIGHTEEN CITIES, VIZ:—
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The only one which gives the earliest information of
NEW COUNTERFEIT NOTES,
DOMESTIC MARKETS, STOCK TABLES,
AND
FINANCIAL NEWS.
The facilities of the
AMERICAN BANK-NOTE REPORTER,
BOTH FINANCIAL AND TYPOGRAPHIC,
ARE UNEQUALED.
SUBSCRIPTIONS (PER ANNUM), IN ADVANCE.
Weekly .... $3 | Semi Monthly............ $2
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OFFICE, No. 108 S. THIRD STREET, (third floor).
ADDRESS, S. E. COHEN,
au11-1m PUBLISHER.

GROVER & BAKER'S
FIRST PREMIUM
ELASTIC STITCH
SEWING MACHINES,
THE BEST IN USE.
No. 730 CHESNUT Street.

WANTED TO SELL OR EXCHANGE.
Elliptic Sewing Machine.
The Grover & Baker Sewing Machine.
The Singer do.
and all the principal Sewing Machines. All furnished from their principal offices.
Also, all kinds of Second-Hand Machines, for sale and Repaired at the new office of
LEAVENS & FAULKNER,
No. 106 N. EIGHTH Street,
(Over ten years with Singer & Co.)
Ladies taught to operate. jy14-3m

TRUSSES, BRACES, &c., skilfully adjusted by C. H. NEEDLES, cor. of TWELFTH and RACE Streets. Ladies' Department for same, conducted by ladies, TWELFTH Street, first door below Race. The most complete and varied stock on hand, consisting, in part, of Trusses, Supporters, Shoulder Braces, Belts, Bandages, Elastic Stockings, Syringes, Articles for Nursery, Sick Room, &c. 1e10 3m

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c.
Ladies attended by Mrs. B. C. EVERETT. my25-1y

THE ARTIFICIAL HAND.
H. A. GILDEA,
Inventor and Manufacturer of the
ARTIFICIAL ARM,
Approved and adopted
BY THE
SURGEON-GENERAL OF THE UNITED STATES
for Soldiers,
Has permanently located his Office and Factory at No. 313 S. FOURTH Street, six doors below Spruce, Philada.
je 20-3m

HENRY SIMONS,
UNITED STATES NATIONAL
WAGON AND COACH WORKS,
Office, No. 521 NEW MARKET Street,
And Factory, corner of
SECOND AND CUMBERLAND STREETS,
PHILADELPHIA.
All and every kind of
WAGONS, CARTS, DRAYS, WHEELBARROWS, and TIMBER WHEELS, adapted to Army, Road, Sutler, or Plantation purposes. All work warranted.
Orders promptly attended to. ja4-tf

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock, that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
mh11-tf Delaware avenue, above Laurel street.

REMOVAL.—THOMAS M. PLOWMAN, Carpenter and Builder, has removed his shop from No. 28 Strawberry street to No. 233 CARTER Street, adjoining the old Post Office Building. Having increased facilities for carrying on the business extensively, he hopes to receive a share of public patronage. 1ja7

AUCTION SALES.

MACKEY'S AUCTION ROOMS, No. 326 MARKET Street.

WANTS.

WANTED, THE LOAN OF FIVE HUNdred Dollars for one year, for which the best interest and security will be given. Address "M. B.," office of Evening Telegraph, No. 108 S. THIRD Street, below Chesnut. au16-2t*

HOUSE WANTED IN GERMANTOWN or Chesnut Hill.—To rent for a year, or to purchase. Address, with location and price, Box 231, Post Office, Philadelphia. au15-tf

CITY POINT, Va.,
August 7, 1864.
Office Depot of Repairs,
Armies Operating Against Richmond.
WANTED,
300 Teamsters,
50 Wheelwrights,
50 Blacksmiths, and
20 Carriage Trimmers.
Who will receive the highest rates of Government pay rations, and medical attendance.
Transportation furnished by applying at
No. 221 PENNSYLVANIA AVENUE,
WASHINGTON, D. C.
E. J. STRANG,
Captain, A. Q. M.
JAMES M. KELLY,
au10-1m Quartermaster's Agent.

FOR SALE AND TO LET.

CAPE ISLAND, CAPE MAY, N. J.—FOR SALE.—Cottage on Lafayette street, 11 rooms. Lot 60 by 250 feet. Inquire
au1-tf FIRST STORE ABOVE ATLANTIC HOTEL.

TO RENT.—HANDSOME STORE, WITH plate glass windows, and dwelling. No. 257 S. ELEVENTH Street. jy21-tf

FOR SALE.—$50,000 WORTH IN GOOD Houses, large and small, on terms to suit purchasers, either with or without incumbrance, for cash and good trade. Inquire of, from 10 to 12 o'clock A. M.,
THOS. M. PLOWMAN, No. 237 S. FOURTH Street.

DIAMONDS.
Persons having Diamonds or other Precious Stones to dispose of, will do well by calling on
LEWIS LADOMUS & CO.,
Diamond Dealers and Jewelers,
No. 802 CHESNUT Street,
Who will give the highest cash price. au16-1m

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Schmoele, Williams, Hartley, Neidhard,
Wilson, Tindal, Vinal, Fondey,
Noble, Knorr, Mayland, Turner,
and other leading physicians, what they think of the medicinal virtues of California Wines! These gentlemen prescribe our brands, and assure us of the benefits patients receive from their use!
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MEDICINAL COD LIVER OIL
JOHN C. BAKER & CO.,
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The superiority of their OIL in every respect, has gained for it a reputation and sale beyond any other found in the market.
To maintain it, they are determined to supply an article that may be entirely relied on for freshness and purity.
See testimonials of Professors of Medical Colleges. au11

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Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.
FINE ESSENTIAL OILS
For Confectioners, in full variety, and of the best quality.
Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.
PURE SPICES FOR FAMILY USE,
Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.
Also, INDIGO, STARCH, MUSTARD, &c., of extra quality.
Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.
WRIGHT & SIDDALL,
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On orders of $50, two per cent. discount.
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WHOLESALE AND RETAIL
CLOCK ESTABLISHMENT,
S. E. corner SECOND and CHESNUT Streets, Philad'a.
AGENCY FOR THE PATENT
EQUALIZING THIRTY-DAY CLOCKS,
A very desirable article for Churches, Hotels, Banks, Counting-House, Parlors, &c.
Also, MANUFACTURER OF FINE GOLD PENS.
CLOCKS REPAIRED AND WARRANTED.
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WM. A. GRAY, N. E. CORNER OF SIXTH and MINOR Streets, buys Diamonds, Watches, Gold, Silver, and Loan Tickets.
THOSE IN WANT OF MONEY, CALL.
All business confidential. my18-3m

NO DECEPTION.—NO INFERIOR COAL purchased to offer below the cost price of a superior article. SAMUEL W. HESS, BROAD Street, above Race, east side, sells the genuine EAGLE VEIN, best and purest mined Egg and Stove sizes, $11; Large Nut, $10 per ton.
Consumers should make their purchases at once, previous to another advance. ja14-3m

MILITARY NOTICES.

TWELFTH WARD BOUNTY FUND.

Subscriptions to the Bounty Fund can be paid to any member of the Precinct Committees, or GEORGE M. SNOWDEN, Druggist, S. W. corner of Fourth and Noble streets. Also to L. B. ENGELS, Treasurer, who with a Committee will be at ALLEGHANIAN LYCEUM ROOMS, Noble street, above Fourth, every evening, where Precinct Committees are requested to report.

One hundred and thirteen men are required to fill our quota. Let every citizen respond to the call. To the Enrolled Citizens we particularly appeal. Every one in our Ward can give something and if each one subject to Draft will give but FIVE DOLLARS, the Draft can be avoided. Remember, the time is short.
CHAS. M. WAGNER, President.
L. B. ENGELS, Treasurer.
THOS. H. CONNELL, Secretary. au16-2t*

UNION LEAGUE
OF
PHILADELPHIA.
In view of the call of the President for five hundred thousand men, we propose to raise a
REGIMENT
FOR
TWELVE MONTHS.
COLONEL HORATIO G. SICKEL
(Late of the Pennsylvania Reserves,)
Has consented to take the command.
All officers desiring to take part in this organization are requested to call on
COL. HORATIO G. SICKEL,
au6-tf No. 1309 WALLACE STREET.

TO THE CITIZENS OF THE EIGHTH Ward.
The deficiency of the Eighth Ward under the last call is now less than ONE HUNDRED. To raise this number, a Ward Bounty of TWENTY-FIVE DOLLARS will be given for every volunteer credited to the Ward. Subscriptions received by any member of the Ward Committee. The Ward Bounty will be paid for every person from the Ward now in the naval service of the United States for whom a credit on the quota can be obtained.
J. G. ROSENGARTEN,
au12-6t S. E. corner SIXTH and WALNUT Sts.

HEADQUARTERS PROVOST MARSHAL First District, Pa., No. 248 S. THIRD Street, Philadelphia, August 11, 1864.
To insure prompt replies to all questions on ordinary subjects connected with the Enrolment, Draft, Exemption, Liability to Draft, Credits and Accounts of men furnished, Citizens are requested to make application to the Provost Marshal of the Congressional District for such information, and not to the Provost Marshal-General at Washington.
By order of the Provost Marshal-General.
WILLIAM E. LEHMAN,
au12-tf Captain and Provost Marshal.

CITIZENS' VOLUNTEER SUBSTITUTE Committee, August 12, 1864.
This office is REMOVED to the southeast corner of SIXTH and WALNUT Streets.
au13-tf J. G. ROSENGARTEN, Treasurer.

OFFICE CITY BOUNTY COMMISSION,
No. 412 PRUNE Street,
AUGUST 10, 1864.
Until further notice, a Bounty of FOUR HUNDRED DOLLARS will be paid to
ALL RECRUITS,
For One, Two, or Three Years Service,
Mustered into the service of the United States on or after August 9, 1864, and credited upon the quota of the City of Philadelphia.
To Enrolled Citizens furnishing Substitutes for THREE YEARS, the Bounty of TWO HUNDRED AND FIFTY DOLLARS will be paid, as heretofore.
R. P. KING, President.
ROBERT M. MOORE, Jr., Secretary. au10-6t

SIXTH
UNION LEAGUE REGIMENT.
IN VIEW OF THE PRESIDENT'S CALL
FOR
FIVE HUNDRED THOUSAND MEN,
The Military Committee of the Union League have made Arrangements with
COLONEL HORATIO G. SICKEL,
LATE OF THE
Third Pennsylvania Reserves
and with other officers of that Veteran Corps, to recruit a Regiment for one year's service, under the auspices of the League.
We invite officers desirous of taking commissions in it to make application to Colonel SICKEL, at his headquarters, at
NATIONAL GUARDS' HALL,
(RACE STREET, BELOW SIXTH.)
It will be our effort to make this organization in all respects a worthy successor of the Pennsylvania Reserve Regiments.
THE BOUNTIES WILL BE AS FOLLOWS:—

City Bounty	$400
United States Bounty	100
Pay for one year	192
Making a cash total of (for one year)	$692

Besides clothing and subsistence furnished by the United States Government.
Recruits will be mustered as soon as received, and sent to camp singly or in squads.
Citizens liable to draft, and desirous either of volunteering or of procuring substitutes, will find in this Regiment every inducement to enter the service.
Members of the League furnishing substitutes are especially requested to send them to this Regiment.
The attention of Ward Committees is particularly called to this organization.
J. R. FRY, Chairman.
S. M. Felton,
J. Edgar Thomson,
Ellerslie Wallace, M. D.,
James L. Claghorn,
Horace Binney, Jr.,
Morton McMichael,
J. I. Clark Hare,
George H. Crosman,
Wm. D. Lewis,
George Whitney,
Andrew Wheeler,
George Trott,
Charles Gilpin,
Henry C. Lea,
James H. Orne,
Joseph F. Tobias,
N. B. Browne,
Charles S. Smith,
Ezra Dyer, M. D.,
Wm. M. Tilghman,
J. G. Fell,
C. J. Macowen. au9-12t

BOUNTY FOR MARINES.—WANTED for the United States Marine Corps, able-bodied men to perform the duties of a soldier at our Navy Yards, and on board United States ships-of-war on foreign stations.
Better compensation than the army.
THREE HUNDRED DOLLARS GOVERNMENT BOUNTY; also, ALL THE LOCAL BOUNTIES paid upon enlistment.
Marines receive Prize Money.
For all further information apply at the Recruiting Rendezvous,
No. 311 S. FRONT Street, below Spruce Street, between the hours of 9 and 3 o'clock.
C. G. McCAWLEY,
au5-tf Major and Recruiting Officer.

FURLOUGHS—FURLOUGHS.
Officers and soldiers visiting the city on furloughs, needing
SWORDS,
AND OTHER
MILITARY EQUIPMENTS,
ARE INVITED TO THE EXTENSIVE
MANUFACTURING ESTABLISHMENT
OF
GEORGE W. SIMONS & BRO.,
SANSOM STREET HALL,
SANSOM Street, above Sixth.
PRESENTATION SWORDS
Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. 1e8

Evening Telegraph

TUESDAY, AUGUST 16, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

FARRAGUT'S VICTORY.

From the Tribune.

Admiral Farragut's splendid achievement at Mobile, together with the New Orleans narratives, clear up some points which the Rebel despatches left doubtful. Not this war, nor any other, affords a parallel to the action of the 5th of August, nor has any other naval engagement done so much to unsettle still further the question for the last three years at issue, touching wooden and iron-clads vessels of war.

Farragut's fleet consisted of four monitors and fourteen wooden vessels. The remarkable phases of the action are:—

I. He engaged Fort Morgan in broad daylight. There was no effort to run by under cover of darkness.

The Admiral formed his line of battle at sunrise, four monitors leading, wooden ships coupled closely following.

II. The wooden ships silenced the fort. It does not appear that the fire from the monitors had any considerable effect. Their eight guns, capable of being discharged about once in fifteen minutes, could do nothing against the tremendous armament of Fort Morgan—stated at one hundred and forty heavy guns. But Admiral Farragut took his ships of wood close in under Fort Morgan, and with broadsides of grape and canister drove the Rebels from their guns—and so steamed past, little hurt. Such tactics, and such heroism as it required to put them in force, are beyond praise.

It is idle to talk of armor-plating; more than idle to eulogize lumbering two-gun monitors, when the broadsides of wooden ships are made, by the genius and courage of one man to do such work as this.

The wooden ships defeated and sunk the Rebel iron-clad fleet. Rebel papers excuse their defeat by the overpowering strength of Admiral Farragut's force. That will do for after the fight. Before it the ram *Tennessee* and her consorts—all armor-plated—were heralded as invincible.

It is clear enough they were an overmatch for the four monitors—or three, if you please—the *Tecumseh* having been sunk by a torpedo before getting into the fight. Nothing could be more gallant than the way the monitors were taken into action, nor do any officers deserve more credit than theirs. But the *Tennessee* was beaten by the assault of the *Lackawanna*, the *Monongahela* and the *Hartford*—the shock and the broadside of the latter, Farragut's own ship, finally bringing down her flag.

The helpless clumsiness of the monitors was unhappily illustrated in the collision between the *Hartford* and the *Metacomet*—the latter running almost at full speed into the *Hartford*, spite of all efforts to prevent it; and the Admiral had the mortification of seeing his flag-ship, almost unhurt by the Rebel fire, reduced to a wreck by the unmanageability of one of Mr. Ericsson's machines.

We shall get later news in a day or two. The arrival yesterday brought nothing so late as had come before through Rebel channels. There is no exact information as to the position of the cooperating land forces. They are said to have invested and caused the surrender of Fort Gaines on Dauphine Island; but, while there is no doubt of the taking of the fort, it is a little uncertain how much the army had to do with the capture. Rebel accounts said the surrender was to the naval force.

GOOD ADVICE FOR THOSE WHO NEED IT.

From the Times.

We publish elsewhere a letter from Gerrit Smith on the Presidential election, elicited by the malignant manifesto of Messrs. Wade and Davis. It is an independent, manly, and sensible document, and deserves the special attention of that not inconsiderable class of patriots who think that because Mr. Lincoln does not come up to *their* Presidential standard in every particular, they must, therefore, resist his re-election even at the risk of electing a Copperhead and securing a recognition, more or less direct, of the Rebel Confederacy.

Mr. Smith deals with the sophistries which delude these men after a very summary and conclusive fashion. He finds a great deal of fault with Mr. Lincoln himself. He censures a great many things he has done, and complains of a great many things he has not done. He acknowledges the right of every one to form his own estimate of the President's conduct, and to express that estimate, provided it be so done as not to injure the country.

But he insists on the duty of every man so to vote in the coming election, as to elect the man most thoroughly and distinctly and reliably committed against anything like a sham or deceptive peace. "It may turn out," says Mr. Smith,

> that Mr. Lincoln is the man for whom it will be vital to the national existence to cast the largest possible vote. Personally, he may not be more worthy of it than Mr. Fremont or Mr. Chase or some other man who may be nominated. But if as the election draws near, it shall be seen that he will probably get a larger vote than any other candidate of the uncompromising opponents of the Rebellion, then it will be the absolute duty of every one of them to vote for him. The election of a man who would consent to anything short of the unconditional surrender of those who, without even the slightest cause of complaint, have made war upon us, would not only be the ruin of our nation, but it would be also the base betrayal of that sacred cause of nationality, which they of one nation owe it to those of every other nation, the earth over, to cherish and maintain. But no such consequence, nor any other ill consequence, would there be, should a loyal man of whatever faults be elected—a man who, because he is loyal, would in no event fail to insist on the absolute submission of those who had causelessly rebelled against their country. Hence, though it may be at the expense of passing by our favorite candidate, we should nevertheless all feel ourselves urged by the strongest possible motives to cast our votes just where they will be likely to contribute most to defeat the compromising or sham peace candidate."

This is a practical and sensible view of the question. It is the view which, when the issue is fairly made and all the candidates are in the field, every voter who votes from love of country will feel called upon to take. It is all very well for impatient people to indulge in complaints, and censures, and croakings—to denounce Mr. Lincoln for not having done more or better than he has done, and to utter wise and safe predictions of what *might* have been done if their advice had been followed at the outset.

But the less such grumbling is indulged in the better—because those who indulge in it will have the less to regret and repent of by and by. They will be compelled before long to look at this whole matter practically—to consider not what might have been done, but what can be done for the public good, and to vote, not necessarily for the men whom they would prefer above all others, but for the man whom they prefer on the whole among those from whom the choice must be made. When they reach this point, unless they are more zealous than wise, they will consult common sense rather than passion; and, meantime, it will do them good to read and ponder the opinions and suggestions of Gerrit Smith.

GENERAL FREMONT.

From the Tribune.

Our readers will have observed that we have not seen fit to join in the hue and cry set up by many of our contemporaries against John C. Fremont. Though we do not support him as a candidate for President, and believe he has made (as who has not?) some grave political mistakes, we hold him in high esteem as one who really desires to serve and save his country.

He is no Copperhead; he never yet rejoiced over a Union disaster, even though it discredited some bitter personal adversary; and he doubtless stands ready to-day to make any personal sacrifice if he might thereby rescue his country from her "sea of troubles." We deem it, therefore, neither wise nor just to build up walls of alienation between him and the great body of the devoted champions of the national cause.

To taunt the Republican candidate for President in 1856 as "The Lost Leader," is not the way to Unionist harmony and triumph. It serves to remind the country that General Fremont has been "lost" ere now. Thousands remember how long he was lost, when foodless and shelterless, he was buried, with his daring band of sufferers, in the deep snows of the winter, on his way to that grand, rich country which he afterwards gave to the Union.

He was "lost" to the Democratic party when, in 1856, he rejected the pro-slavery dogma then fitted into his creed, and became the popular leader of the young Republican host in the most vigorous and effective canvass since that of 1800. He was "lost" to his devoted army in 1861, when unwisely superseded, after long and toilsome marches, which had nearly cleared Missouri of armed Rebels, and when on the very brink of still more brilliant achievements. It were better we think, that he should not be "lost" now.

General Fremont has been accustomed all his life to a certain freedom of movement, regardless of consequences, which is not quite consistent with vigorous party discipline. "We have thrown away our packs and shall move on," was his characteristic reply to the savage chief who saw fit to arrest his winter advance through icy mountain gorges, when on his first exploring expedition.

He has never lacked the daring to risk everything in what he esteemed a good cause. Differing from him in opinion with regard to the course to be pursued by patriots in the present crisis, we find in that difference no reason for assailing him, not wishing to convert difference into hostility.

We trust that all earnest adversaries of the Rebel slave-power may be brought to act together in the approaching Presidential canvass, at least so far as to vote in each State a common electoral ticket. And at all events, should this hope be blasted, we shall have done our utmost to avert the catastrophe.

MUSICAL JOTTINGS.

—Schira, the Italian composer, living in London, is at work on his new opera, *Leah*.

—A London critic calls Grisi the Queen Dowager, Adelina Patti the Queen Regnant, and Mario the King of the Realm of Song.

—Carlotta Patti is to be the vocal star at Alfred Mellon's coming promenade concerts at the Royal Italian opera, London.

—Burgmuller, the composer, who died at Dusseldorf, has lately had a monument erected to his memory. He is known in this country chiefly from his piano-forte arrangements.

—Arabella Goddard is engaged for the next Birmingham festival, where she is to play Mendelssohn's second concerto (in D), which has never been heard there since the composer played it himself in 1840.

—On the 21st of August will be inaugurated at Pesaro the statue of Rossini. At the theatre will be given ten representations of *William Tell*. Mercadante has composed for the occasion a hymn for four hundred voices, which will be sung while the statue is uncovering.

—The opera-house at Weimar was closed last month with *Robert le Diable*, and will reopen next September with Goethe's *Egmont*. The operas recently given have been *Wm. Tell*, *Rienzi* (twice) *Der Freischutz*, *Der Fliegende Hollander*, *Lohengrin*, *Die Kindische Sanitäre*, *La Juive*, *Martha*, and *Il Trovatore*.

—The General Musical Association of Germany will hold a musical festival at Cologne the present month. It will last four days, and comprise four concerts, the principal direction of which has been undertaken by Hans von Bulow. It is probable that Liszt and Richard Wagner will be present.

—F. W. Jahns, music director to the King of Prussia, is about to edit a "Chronological List, with Explanations of the Entire Works of Carl Maria Von Weber," and appeals to all the admirers of the composer who may possess manuscripts or autographs of Weber, to aid him by entrusting him for a short time with the same.

—The London English Opera Company will begin its season in October next with Benedict's *Lily of Killarney*, with Madame Lemmens Sherrington as the heroine, Mr. Santley as "Danny Mann," and an American tenor as "Miles-na-Coppaleen." The first new opera is to be *Helvelyn*, music by Macfarren, composer of *Robin Hood*.

—Gounod has written from Saint Cloud a letter to Arditi, thanking him for his zealous and intelligent superintendence of the production of *Mirella* at Her Majesty's Theatre, London. He also sends his special acknowledgments to the artists who introduced the work to an English public—to wit, Tietiens, Trebelli, Reboux, Volpini, Giuglini, Santley, Junca, and Gassier.

—Tietiens has received a present from the fashionable subscribers to her Majesty's Theatre, including dukes, marquises, and others. The presentation was at the residence of the prima donna, and included a magnificent diamond bracelet and pair of diamond earrings of the richest and costliest design, with an appropriate inscription, recording the occasion of the gift and the names of the donors, engraved on vellum.

—Music is progressing in Russia. A musical society in St. Petersburg has lately given some fine concerts, under direction of Rubenstein. Clara Schumann has also given several matinees. Musical societies have been established this season at Kiev and Cherkoff, while three grand concerts given at the Moscow Riding School—said to be the largest covered room in the world—attracted altogether no less than twelve thousand auditors. The object of these performances was to afford the poorer classes, by means of reduced prices of admission, a chance of hearing really good music.

—Meyerbeer's *Etoile du Nord* has just been revived in London, where it was first produced in 1855, with Bosio, Gardoni, Lablache, and Formes in the principal parts. The theatre (Covent Garden) was burned a year later, with all the properties and dresses for this and forty other operas; but the music was accidentally in the hands of Frank Mori, and so was saved. The cast in the present revival includes Miolan-Carvalho, Naudin, and Faure, with one Mad'lle Brunetti as "Prascovia." The two *vivandieres*—Madame Rudersdorff and Jenny Bauer—were the same who sang the part nine years ago. Beverley had painted for the opera some admirable new scenery. The work has been well sung in this city, with La Grange and Brignoli in the principal parts.

—A church choir at the little German town of Salzung has been drilled and taught after the plan of the celebrated Berlin *Dom Chor*, and is attracting much attention. At a recent concert the following was the programme:—"O, Roma nobilis," (hymn of the eighth century); "Panis angelicus," by Palestrina; "Lux æterna," by Jomelli; "Exultate Deo," by Scarlatti; chorale, "Jesu, meine Freude," by Sebastian Bach; "Tantum Ergo," by Cherubini, Prayer for three-part Boys' Chorus, by Hauptmann; and the Eightieth Psalm, by Dr. Emil Naumann. "With the exception," says a critic, "of a few trifling deficiencies, the performance was excellent, and the advanced state of the choir, which is under the protection of the Crown Prince of Meiningen, does the greatest credit to its conductor, Herr Muller."

A SEAL STORY.

A while ago, thirty or forty years maybe, there was a man of Skufo who wished to get by night from that island across the firth to Sando, so he got into his boat, as the weather was good, and rowed himself over. When he was almost across he came to a bit of a sandy holm that was there, not far from the land, and he saw in the moonlight, for it was at the full, a lot of people on the holm. Well, it struck him as strange, because no one lived on the holm, and no one lives there now; but he thought he would just see what they were doing. He was a bold young fellow whose heart never failed him, and besides, he had a head on his shoulders. As he pulled his boat up he saw ever so many sealskins lying on the shore, and as he went he picked up one and held it in his hand, scarcely knowing why.

As soon as he got near to the folk he saw they were all women, and some of them good-looking, too; but just as he was going to speak to them they all ran off down to the beach. He was not slow in following them, but they were faster than he was; maybe he was tired by the long row. But as he looked after them he could scarce believe his eyes when he saw them each throw a sealskin over their shoulders, and lo! in a trice they were turned into seals, and dashed and splashed into the water, all but one, the best-looking of all, who stood there weeping on the shore, because she could not get her sealskin. When he reached her she begged and prayed so prettily, and in such good Faroese, for her sealskin, that he had half a mind to give it to her; but the more he looked at her the more he liked her; so the end of it was, he tied the sealskin tight about his body, and put the lassie into his boat, and rowed back home with her.

Yes, all the way back, for he wanted to show his bride to his mother. Well, she lived there with him for a little while for all the world like another woman, and when they wanted to have her baptized she said she had been baptized by their own parson in the sea. So they had her confirmed instead, and the end of it was, to make a long story short, the man married her, and she lived very happily with him. They had children, three or four, and folk began to forget altogether the strange way in which she had come among them. At last it happened one day, maybe just about this time of the year, the man was in his barley-field, which had ripened nicely that year, for a wonder, and he was reaping it, and his wife was in the house close down at the water's edge in Skufo, as all our houses are, and the bairns were playing about, running in and out of the barn. At last one of them lifted up the lid of an old chest that was there and dived into it with its little hand, and pulled out an old moth-eaten bit of fur. Off it ran to its mammy to show her what it had got. 'See, mother, what I have found in the barn.' But it was the wife's sealskin; and as soon as she saw it all her old love of the sea came back on her, and she ran down with it to the beach, but before she went she gave each bairn a kiss. Just then the husband was coming home to dinner, and when he saw his wife running down like a mad thing to the water he ran after her, for he thought one of the children must have tumbled into the water.

But, however fast he ran, his wife ran faster still, and he only got to the strand in time to see her draw the old sealskin over her shoulders and jump into the sea and become a seal. Then he saw how it all was, and called after her, and upbraided her for leaving her husband and children to go back to the seals, of whom he saw two swimming off with her. But they say a man never can get the last word with his wife, and so it was even then, for, as she swam off, she turned her head round on her shoulders, and looked at him with her bright black eye, and said:—'Ah! but I had a seal husband in the sea before you stole my sealskin and carried me off, and here he is, and here he has been ever since, waiting for me till I could find my sealskin; and now I am going home with him to my first family, and you will never see me again; but do be kind to my children on land for my sake."—*A Fortnight in Faroe*.

NEWS JOTTINGS.

—The wholesale grocers of Chicago now sell for cash only.

—A new Horticultural Hall is going up in Boston, on Tremont street, between Bloomfield street and Montgomery place; and it is to be one of the most elegant structures in that city.

—A Trenton (N. J.) paper says:—"In this vicinity the tobacco crop now appears to be very promising. Several acres on Savage's Island, opposite this city, are now in tobacco, and it gives promise of a good yield."

—A vein of rich iron ore has recently been discovered at Walnut Grove, N. J., and is eleven feet wide. A portion of it runs along the surface of the ground, and from appearance can be mined for at least two years without the use of machinery. The vein contains about eighty per cent. of iron ore.

—The associate Alumni of the University of Vermont have made the following appointments for their celebration in 1865:—Orator, Charles L. Benedict, Brooklyn, N. Y.; Substitute, Hon. John E. King, Baltimore, Md.; Poet, R. D. Benedict, New York city; Substitute, Rev. C. L. Gookell, New Britain, Ct.

—At the recent anniversary of Bates College, at Lewistown, in Maine, the board of trustees elected Levi W. Stanton, Professor of Greek and Literature; Selden F. Neal, Professor of Mathematics; and Jonathan Y. Stanton, Professor of Latin and Literature. Two professors were also elected, to enter upon their duties one year hence—Rev. B. F. Hayes, of Olneyville, R. I., Professor of Modern Languages; and Rev. G. T. Day, of Providence, R. I., Professor of Rhetoric and English Literature. Next year there will be elected, to enter upon their duties two years hence, a Professor of Moral and Intellectual Philosophy and a Professor of Natural Science and Agricultural Chemistry.

SPECIAL NOTICES.

☞ TRANSPORTATION OFFICE PHILADELPHIA, Wilmington, and Baltimore Railroad Company.

PHILADELPHIA, August 10, 1864.

In accordance with an Act of Congress approved June 30, 1864, it becomes necessary that all receipts given by this Company for merchandise received for transportation should bear an INTERNAL REVENUE STAMP of the value of TWO CENTS, the expense of the same to be borne by the party receiving such receipt.

All receipts taken by this Company for merchandise delivered to consignees will be stamped by said Company.

CHARLES S. IDE,
Master of Transportation.

au11 12t

☞ PHILADELPHIA AND READING Railroad Company.

NOTICE.—In consequence of the provisions of the New Internal Revenue Law, before signing receipts for property delivered to them for transportation, will require that a TWO CENT Revenue Stamp shall be furnished at the cost of the party who takes the Receipt.

For all Receipts taken by this Company for property delivered to other parties, the Stamps will be affixed and paid for by the Philadelphia and Reading Railroad Company.

JNO. S. HILLES,
General Freight Agent.

PHILADELPHIA, August 8, 1864. au10 6t

☞ OFFICE OF THE PHILADELPHIA GAS WORKS, AUGUST 12, 1864.—At a meeting of the Board of Trustees of the Philadelphia Gas Works, held on the 12th instant, the following preamble and resolution were adopted:—

Whereas, The great advance in the cost of living imposed an imperative duty on the Trustees to advance the wages of the employes; and whereas, the cost of coal and all other materials consumed in the manufacture of Gas have advanced to a point that compels the Trustees, in order to protect the important trust committed to their charge from serious loss, and to make the annual addition to the Sinking Fund required by law, to advance the price of Gas fifty cents per thousand cubic feet.

The Trustees are aware that the increased price will prove a burden to many consumers, and they greatly regret the necessity that constrains it, but when the consumer reflects that nearly every article we purchase has advanced from 75 to 100 per cent., and we propose an advance of but 18¾ per cent. on the main article upon which we rely for revenue, its necessity must be apparent, particularly when the operations of the past year are known to have resulted in a large loss to the Trust, notwithstanding our then existing contracts enabled us to purchase coal and materials at very moderate prices: be it therefore

Resolved, That the Chief Engineer be directed to give public notice, that on and after the first day of September next the price of gas to private consumers shall be three dollars per thousand cubic feet, less a discount of 5 per cent. for prompt payment, and subject to the United States tax.

THOMAS S. STEWART,
Chief Engineer.

au13 6t

☞ DEAFNESS, NOISES IN THE HEAD,

THROAT DISEASES, CATARRH.

Those who suffer from these maladies have now the very best opportunity for finding relief. The apparatus constructed by Dr. VON MOSCHZISKER is undoubtedly the most perfectly effective agent ever used for reaching the seat of the disease to which it is directed, and eradicating it with wonderful rapidity. The application is painless. Office, No. 1027 WALNUT Street.

TESTIMONIALS.

To the Deaf.—Dr. Von Moschzisker, Aurist, No. 1027 Walnut street, operated most successfully on my ears, restoring me to perfect hearing. I suffered from what the physicians called a thickening of the drum of the ear.

WILLIAM CRANE, Builder,
Residence, No. 1813 S. Second street.

Philadelphia, August 4, 1864.

PHILADELPHIA, 16th June 1864.—This is to certify, that for two years I was troubled with an offensive discharge, accompanied with deafness. I have been treated by numerous physicians without receiving any benefit. Some months ago I applied to Dr. Von Moschzisker, who has accomplished a perfect cure.

JOSEPH SHOEMAKER.
Of the firm of Shoemaker & Tisdal, Merchants,
No. 244 N. Broad street.

Private residence, No. 722 Green street.

EYE.—Dr. VON MOSCHZISKER can be consulted on all maladies of the Eye. The SURGICAL operations to restore SIGHT skilfully performed.

Office, No. 1027 WALNUT Street.

Where hundreds of similar testimonials at the above can be examined. au16-tf

☞ DEAFNESS AND BLINDNESS.—J. ISAACS, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above-named members with the utmost success. Testimonials from the most reliable sources in the city and country can be seen at his Office, No. 511 PINE Street. Artificial Eyes inserted without pain. No charge made for examination. Office hours from 8 to 11 A. M., 3 to 5 P. M. No. 511 PINE Street. je7-3m

LIGHT-HOUSE COTTAGE,
ATLANTIC CITY, N. J.,
NEAREST HOUSE TO THE BEACH.

This well-known house is now open for the reception of Boarders.

Bathing never was better.

au1 1m J. WOOTTON, Proprietor.

INLET HOUSE,
ATLANTIC CITY,
NEW JERSEY.

GEO. D. GLENN, Proprietor.

(Long and favorably known as proprietor of OYSTER BAY, SIXTH and CHESNUT Streets.)

Parties accommodated with Boats, Fishing Lines, &c., &c. Cars run to the house every twenty minutes. je6-tf

EXCHANGE HOTEL, ATLANTIC CITY.—The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that he is now open for the season, and ready to receive boarders, permanent and transient, on the most moderate terms. The bar will always be supplied with the choicest wines, liquors, and cigars, and superior old ale. The tables will be set with the best the market affords.

Fishing lines and tackle always on hand.

All the comforts of a home can always be found at the Exchange.

Terms $12 per week.

je7 tf GEORGE HAYDAY, Proprietor.

COLUMBIA HOUSE,
ATLANTIC CITY,
NEW JERSEY
SITUATE ON KENTUCKY AVENUE,
OPPOSITE THE SURF HOUSE.
EDWARD DOYLE, Proprietor.

Terms to suit the times. je3-tf

SEA-BATHING—SEA-BATHING.
NATIONAL HALL,
CAPE ISLAND, CAPE MAY, N. J.

Children under 12 years of age and servants half price. Superior accommodations and ample room FOR TWO HUNDRED PERSONS.

je24-2m AARON GARRETSON, Proprietor.

CONWAY'S
OYSTER BAY SALOON.
S. W. CORNER OF
SECOND AND CHESNUT STREETS,
jy22-1m PHILADELPHIA.

GOLD'S IMPROVED STEAM AND WATER-HEATING APPARATUS.
For Warming and Ventilating Public Buildings and Private Residences.
Manufactured by the
UNION STEAM AND WATER-HEATING COMPANY OF PHILADELPHIA.
JAMES P. WOOD,
No. 41 S. FOURTH Street.
mh29-6m B. M. FELTWELL, Superintendent.

PATENTED JULY 19, 1864.—JOSEPH MOTTET, Eleve de Paris, French Steam Dyeing and Scouring on any kind of wearing apparel, for Ladies, Gents, and Children. Patent apparatus for stretching pants from one to five inches. No. 734 RACE Street. Branch No. 209 S. NINTH Street, Philadelphia. au9-1m*

PAPER HANGINGS.
REMOVAL.
JAMES C. FINN,
(LATE OF HOWELL & BROTHERS),
Has Removed from
No. 614 to No. 628 CHESNUT Street,

Having purchased the stock of JAMES BURKE, Jr. (formerly Burke's), where he will offer to his customers and the public a large and elegant assortment of

Decorations and Wall Papers Generally.

By giving his personal attention to the selling and hanging thereof, he hopes to continue to receive the liberal patronage of the public.

Citizens and visitors are respectfully invited to examine the variety on hand. jy29 1m

YOUR PATRONAGE SOLICITED,
McCALLA'S HAT, CAP,
BATHING ROBES,
GENTS' FURNISHING GOODS.
FIRST STORE ABOVE
ATLANTIC HOTEL, CAPE ISLAND,
CAPE MAY,
au1-tf NEW JERSEY.

RUN NO RISK!!!—

We refund the money, if desired, for every lot of Shirts which fall in any respect.

FINE SHIRTS,
CUT LENGTHWISE OF MUSLIN.

Made of New York Mills Muslin, and very fine Linen Bosoms. Only $4·75. Usual price $6·00.

Williamsville Mills Muslin, and fine Linen Bosoms, Only $4·50. Usual price $5·50.

GENTLEMEN'S FURNISHING GOODS.
SMITH & JACOBS,
my8-6m No. 1226 CHESNUT Street.

1024 CHESNUT STREET.

1024 CHESNUT STREET.

The attention of LADIES VISITING THE CITY, or those about LEAVING it for "Watering Places," or "the Country," is respectfully invited to the extensive stock of WHITE GOODS suitable for SUMMER WEAR, for WHITE BODIES, MORNING WRAPPERS, &c.

An extensive assortment is offered in Lace and Worked Edgings and Insertings, Veils, Handkerchiefs, Collars, Sleeves, and in plain and fancy Plaid, Striped, and Figured White Goods AT PRICES MUCH BELOW THEIR PRESENT RETAIL VALUE.

100 Printed Linen Cambric Dresses.

100 pieces Puffed, Tucked, and Striped Muslins.

E. M. NEEDLES.

1024 CHESNUT STREET.

1024 CHESNUT STREET

628 HOOP SKIRTS, 628
Manufactory, No. 628 ARCH Street,
Above Sixth street,
Philadelphia.
Wholesale and Retail.

The most complete assortment of Ladies, Misses', and Children's Hoop Skirts in the city, in every respect first-class, which for style, finish, durability, and cheapness have no equal in the market.

Skirts made to order, altered, and repaired.

fe4-1y WM. T. HOPKINS.

CARPETS, MATTINGS, OIL CLOTHS AND Window Shades, from New York Auction sales, (slightly wet.)—Magnificent Brussels, ⅝ wide, $1·25, $1·37½, $1·50 and $1·75; Imitation Brussels, (painted,) ¾ wide, 70, 80 and 90 cents; 5-4, 9-4 and 12-4 at proportionate prices; Imperial Carpets $1·37 to $1·75 per yard; Ingrain, from 50 cents to $1·12½; Venetian, Rag, and Hemp, from 37½ to 75 cents per yard; Mattings, the largest assortment ever offered in Philadelphia, from 37½ to 75 cents a yard, at the New York Auction Sales Depot, (formerly Stuthlow's,) No. 147 S. SECOND Street, first door above Walnut, opposite Corn Exchange.

jy7-3m

COUSTY'S TEA WAREHOUSE.—ESTAblished in 1800.—Importer and Dealer in Fine Teas, Wines, and Liquors, Choice Havana Cigars, Cross & Blackwell's Pickles and Sauces English and Scotch Ale and Porter, Canned Meats, Fruits, Soup, &c. Navy Messes put up with care.

At No. 118 S. SECOND Street.

ja28 1y JOSHUA B. COUSTY.

VANCE STEWART
ROCK OIL COMPANY.
Incorporated June 29, 1864.
Capital, $300,000.

60,000 SHARES..............................$5 A SHARE—PAR.

Subscription $3 each share to original subscribers for 50,000 shares, payable $1 cash down upon subscribing, and two other instalments of $1 each, payable on the 25th July and 25th August, 1864, respectively.

TEN THOUSAND SHARES
Reserved for Benefit of the Company.

The land purchased by the Vance Stewart Rock Oil Company contains one hundred and thirty-one acres, in the very centre of the oil region, one thousand three hundred and ten feet on the Allegheny river, in Cranberry township, extending a considerable distance upon both sides of the Lower Two Mile Run, commonly called Van Buren Run, a couple of miles below Franklin, in Venango county, Pennsylvania. The Allegheny River Territory is yielding an abundant and permanent harvest of an excellent quality of Oil, the numerous wells bordering its banks producing Oil with even still greater regularity than the wells along Oil Creek.

It is believed the flow of Oil below the borough of Franklin, on the Allegheny river, will probably never become exhausted, because the stratification, or volcanic disruption of rock dips in a southwestwardly direction; consequently the beds of Oil would be nearer the surface at the upper end, say of Oil Creek, and wells would require to be bored deeper in proportion lower down the river, where, however, there would necessarily be the most permanent, and a much greater supply and superincumbent body or slope of Oil. It is certain that scores of wells on the river, in the immediate vicinity of this land, have continued producing during the past three or four years an unwavering and steady daily yield of oil.

A glance at the map will demonstrate the fact that the Lower Two Mile Run and Oil Creek are on the same diametrically straight line, and only distant, *on a continuation of the identical same range* between the range of hills, from each other about three miles apart in precisely the same direction. It would, therefore, not be extraordinary, if by boring wells on this tract, a sufficient depth of perhaps eight hundred and fifty feet, that the Company's wells may equal those on Oil Creek in their supplies of hundreds of barrels of oil daily. An enormous profit would thus be the fortunate result to the shareholders of this company.

On this particular tract of land there has been let on lease for twenty years, a well now *pumping* a fair portion of good Oil, although its depth of bore is considered quite insufficient to insure a large flow. Fifty per cent. of the Oil at this well's mouth was reserved as a royalty to the former owner of the land, and will at once inure to the benefit of the Company. There are also two other wells bored a few hundred feet deep each, but not yet tubed, but indicating a first-rate show of Oil; a barrel a day can generally be scooped out of them, and no doubt seems to exist that they will both prove highly remunerating wells when bored a reasonable depth. Another well is half bored, and promises a satisfactory yield.

Samples of Oil procured from these wells can be seen at the office of the Company, No. 213 WALNUT Street.

The fee of this valuable oil land, comprising one hundred and thirty-one acres, including the royalty of fifty per cent. of oil for the leased well, *now pumping*, and the entire right of the three wells partially developed, is purchased by the Company direct from the owner, for the moderate price of $137,500, with a Grist Mill in fine order, a snug house, &c.; also patches of timber.

The sale of stock will pay cash for the land in full, and leave the sum of $12,500 cash working capital on hand, with which to complete the three old wells, and also to bore two new wells, with five steam engines, &c., to be in running order within a few months; arrangements will be made to accomplish these objects without delay. No subscriptions will be accepted for less than fifty shares.

The vast fortunes reaped by Rock Oil Companies established here and elsewhere are notorious. The Oil trade is yet in its infancy, and the demand constantly increasing. Its price is now $12 per barrel at the well's mouth, exclusive of the cask.

Large wells will doubtless be struck at the depth of 850 feet, so as to reach the third Sandstone Rock. Wells have been bored heretofore to the depth only of about 500 feet in this vicinity. It is proposed to bore twenty wells on this property during the present year. There is room for one hundred wells. A perfect title, clear of all incumbrances is confidently assured to the Company.

Lists of subscription are now open until the 50,000 shares are subscribed, payable $1 per share, to the order of Alderman JAMES McCAHEN, the Treasurer of the Company, No. 06 WALNUT Street, or at No. 125 WALNUT Street, or at the office of the Company, No. 213 WALNUT Street.

The public are invited to call for a prospectus. jy5-tf

PRESIDENTIAL CAMPAIGN.
FLAGS,
BANNERS AND TRANSPARENCIES.
WM. F. SCHEIBLE,
No. 49 S. THIRD STREET,
Above Chesnut, Philadelphia.
MANUFACTURER OF
FLAGS,
BANNERS,
TRANSPARENCIES,
AND LANTERNS.

Political Campaign Clubs fitted out with Lanterns, Badges, Banners, and Flags, at reasonable rates. je6-3m

FINANCIAL.

FREDK. STEEB & CO.,
BANKERS,
No. 20 S. THIRD STREET,
BUY AND SELL
GOLD, SILVER, AND GOVERNMENT SECURITIES.
STOCKS
BOUGHT AND SOLD ON COMMISSION. [mh1]

GOLD, GOLD, GOLD,
SILVER AND BANK NOTES
WANTED.
DE HAVEN & BROTHER,
au1-tf No. 20 S. THIRD STREET.

NEW LOAN. NEW LOAN.
U. S. 10-40'S.
JAY COOKE & CO.,
OFFER FOR SALE THE
NEW GOVERNMENT LOAN,

BEARING FIVE PER CENT. INTEREST IN COIN redeemable any time after TEN YEARS, at the pleasure of the Government, and payable FORTY YEARS after date.

BOTH COUPON AND REGISTERED BONDS are issued for this Loan, of same denomination as the 5-20's. The interest on $50's and $100's payable yearly; on all other denominations, half yearly. The 10-40 bonds are dated March 1, 1864. The half-yearly interest falling due September 1st and March 1st of each year; until 1st September, the accrued interest from 1st of March is required to be paid by purchasers in COIN or in LEGAL CURRENCY, adding fifty per cent. for premium, until further notice.

ALL OTHER GOVERNMENT SECURITIES BOUGHT AND SOLD.

JAY COOKE & CO.,
mh29-tf No. 114 S. THIRD STREET.

UNITED STATES
7-30 LOAN.

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes, payable three years from August 15, 1864, with semi-annual interest at the rate of seven and three-tenths per cent. per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder, at maturity, into six per cent. gold-bearing bonds, payable not less than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of $50, $100, $500, $1000, and $5000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

The notes will be transmitted to the owners free of transportation charges as soon after the receipt of the original Certificates of Deposit as they can be prepared.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

Parties depositing twenty-five thousand dollars and upwards for these notes at any one time will be allowed a commission of one-quarter of one per cent., which will be paid by the Treasury Department upon the receipt of a bill for the amount, certified to by the officer with whom the deposit was made. No deductions for commissions must be made from the deposits.

SPECIAL ADVANTAGES OF THIS LOAN.

IT IS A NATIONAL SAVINGS BANK, offering a higher rate of interest than any other, and *the best security*. Any savings bank which pays its depositors in United States Notes considers that it is paying in the best circulating medium of the country, and it *cannot* pay in anything better, for its own assets are either in Government securities or in notes or bonds payable in Government paper.

It is equally convenient as a temporary or permanent investment. The notes can always be sold for within a fraction of their face and accumulated interest, and are the best security with banks as collaterals for discounts.

CONVERTIBLE INTO A SIX PER CENT. 5-20 GOLD BOND.

In addition to the very liberal interest on the notes for three years, this privilege of conversion is now worth about three per cent. per annum, for the current rate for 5-20 bonds is not less than *nine per cent. premium*, and before the war the premium on six per cent. United States Stocks was over twenty per cent. It will be seen that the actual profit on this loan, at the present market rate, is not less than ten per cent. per annum.

ITS EXEMPTION FROM STATE OR MUNICIPAL TAXATION.

But aside from all the advantages we have enumerated, a special Act of Congress *exempts all bonds and Treasury notes from local taxation*. On the average, this exemption is worth about two per cent. per annum, according to the rate of taxation in various parts of the country.

It is believed that no securities offer so great inducements to lenders as those issued by the Government. In all other forms of indebtedness, the faith or ability of private parties, or stock companies, or separate communities, only, is pledged for payment, while the whole property of the country is held to secure the discharge of all the obligations of the United States.

While the Government offers the most liberal terms for its loans, it believes that the very strongest appeal will be to the loyalty and patriotism of the people.

Duplicate certificates will be issued for all deposits. The party depositing must endorse upon the *original* certificate the denomination of notes required, and whether they are to be issued in blank or payable to order. When so endorsed, it must be left with the officer receiving the deposit, to be forwarded to the Treasury Department.

SUBSCRIPTIONS WILL BE RECEIVED by the Treasurer of the United States, at Washington, the several Assistant Treasurers and designated Depositaries, and by the

FIRST NATIONAL BANK OF PHILADELPHIA, PA.,
SECOND NATIONAL BANK OF PHILADELPHIA, PA.,
THIRD NATIONAL BANK OF PHILADELPHIA, PA.,
FOURTH NATIONAL BANK OF PHILADELPHIA, PA.,

By all National Banks which are depositaries of public money; and [au12-tf]

ALL RESPECTABLE BANKS AND BANKERS

Throughout the country will give further information and

AFFORD EVERY FACILITY TO SUBSCRIBERS.

FINANCIAL.

7 3-10 NOTES
DUE AUGUST 19,
BOUGHT OR FORWARDED FOR COLLECTION,
DREXEL & CO.,
au15 1t No. 34 S. THIRD Street.

NEW
NATIONAL LOAN
AT PAR.
Interest 7 3-10 in Lawful Money.
COUPONS ATTACHED,
AND
INTEREST PAYABLE EACH SIX MONTHS.

The principal is payable in lawful money, at the end of three years. Or, the holder has the right to demand at that time

The 5-20 Bonds at Par Instead of the Cash.

This privilege is valuable, as these 5-20 Bonds are our most popular Loan, and are now selling at eight per cent. premium.

Subscriptions received in the usual manner, and the appeal and proposals of the Secretary of the Treasury, together with our Circulars, and all necessary information, will be furnished on application at our office.

JAY COOKE & CO.,
jy27-3m No. 114 S. THIRD Street.

STOCKS AND SECURITIES
BOUGHT AND SOLD
ON COMMISSION,
DE HAVEN & BROTHER,
fe8-tf No. 20 S. THIRD STREET.

HEWES & RAHM,
BANKERS AND EXCHANGE BROKERS,
No. 53 S. THIRD STREET.
DEALERS IN
SPECIE, BANK NOTES, AND GOVERNMENT SECURITIES.

Stocks Bought and Sold on Commission. Collections promptly made. ap30-tf

SMITH & RANDOLPH,
No. 16 S. THIRD STREET,
BANKERS AND BROKERS.

Specie, Stocks, Quartermasters' Vouchers and Checks, and all Government Securities Bought and Sold. [mh12

CLARKSON & CO.,
BANKERS,
No. 121 S. THIRD STREET,
PHILADELPHIA.

Government Securities of all Issues Purchased and for Sale. Stocks, Bonds, and Gold Bought and Sold on Commission.

INTEREST ALLOWED ON DEPOSITS.

Collections Promptly Made fe5-tf

FIRST
NATIONAL BANK
OF PHILADELPHIA,
Financial Agent of the United States.

UNITED STATES 7 3-10
TREASURY NOTES.

NEW PATRIOTIC LOAN.

Under instructions from the Treasury Department, this Bank is prepared to receive subscriptions to the New Patriotic Loan, issued in the form of Three Year Treasury Notes, bearing interest at the rate of 7 3-10 per cent. per annum, payable semi-annually in Lawful Money on the 15th days of February and August respectively, of each year. These Treasury Notes are convertible at maturity, at the option of the holder, into United States 6 per cent. Bonds, interest payable in COIN, and redeemable after five and payable twenty years from August 15, 1867.

Coupon Notes will be issued in blank or payable to order as may be directed by the subscriber, in sums of $50, $100, $500, $1000, and $5000.

Interest will be allowed from the date of the subscription to the 15th of August next, the date of the Treasury Note. Those who may subscribe after the 15th of August next will be required to pay the accrued interest on the Notes.

Any one subscribing for not less than $25,000 of the Loan at any one time, will be allowed a commission of one-quarter of one per cent., payable by the Treasury Department on the receipt of a bill for the amount approved by the subscription agent.

Referring to the annexed appeal of the Secretary of the Treasury, I ask all those desirous of aiding the Government to subscribe to this Loan.

C. H. CLARK,
au6 1m PRESIDENT.

PENN STEAM ENGINE AND BOILER Works.—NEAFIE & LEVY, Practical and Theoretical Engineers, Machinists, Boiler-makers, Blacksmiths and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, &c. &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron, Forgings, of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.

Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repair of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.

JACOB C. NEAFIE,
JOHN C. LEVY,
ja2-tf BEACH and PALMER Streets.

BRIDESBURG MACHINE WORKS,
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.

We are prepared to fill orders to any extent for our well-known

MACHINERY FOR COTTON AND WOOLEN MILLS,

Including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works.

ja11-tf ALFRED JENKS & SON.

PAINTING!! PAINTING!!
No. 47 S. THIRD STREET,
ABOVE CHESNUT,
Philadelphia.
FAHY & BROTHER,
HOUSE, SIGN, AND ORNAMENTAL PAINTERS.

Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. au16 tf

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS,
DOCK STREET WHARF,
PHILADELPHIA.
EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER ja4-tf

PROPOSALS.

OFFICE OF ASSISTANT QUARTERMASTER General.

PHILADELPHIA, August 13, 1864.

Sealed Proposals will be received at the office of the undersigned, No. 1103 GIRARD Street, until SATURDAY noon, 20th inst., for furnishing to the United States, for six months commencing September 1, 1864, all the COAL required, to be delivered as ordered, within the limits of the Military District of Philadelphia, including the military hospitals and other public buildings or camps at Chester, Chesnut Hill, Germantown, Nicetown, Haddington, Darby Road, Fort Mifflin, White Hall, and Beverly, N. J., [illegible] any others that may be established within that time.

The Coal to be of the best quality Anthracite, broken, egg, or stove size, and free from slate or other impurity [illegible]

Those proposals only will be received [illegible] filled in upon the blanks furnished at this office, [illegible] must be guaranteed by one or more persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed too high, as also any from defaulting contractors.

By order of Colonel George H. Crosman, A. Q. M. General.

ALBERT S. ASHMEAD,
au15-6t Captain and A. Q. M.

OFFICE OF ASSISTANT QUARTERMASTER-General.

PHILADELPHIA, August 13, 1864.

Sealed Proposals will be received at the office of the undersigned, No. 1103 GIRARD Street, until WEDNESDAY noon, 17th inst., for the immediate delivery at the Haddington U. S. A. General Hospital of

One Worthington Steam Pump, No. 3.
One Steam Boiler to correspond.
Discharge and Supply Pipe to Reservoir.
Supply Pipe to eight Hydrants and two Washing Troughs.
Four cast-iron Retainers 10 feet each.

Also, the labor and materials necessary to erect the pump and boiler, lay the pipes, and make all connections complete for use; to be certified to by the Government Architect as being satisfactory before payment can be made.

Those proposals only will be received that are properly filled in upon the blanks furnished at this office, which must be guaranteed by one or more persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed too high, as also from any defaulting contractors.

By order of Colonel George H. Crosman, Assistant Quartermaster General U. S. A.

ALBERT S. ASHMEAD,
au15-2t Captain and A. Q. M.

OFFICE OF ASSISTANT QUARTERMASTER General.

PHILADELPHIA, August 13, 1864.

Sealed Proposals will be received at the office of the undersigned, No. 1103 GIRARD Street, until SATURDAY noon, 20th inst., for furnishing to the United States, for six months, commencing September 1, 1864, all the WOOD required, to be delivered as ordered, within the limits of the Military District of Philadelphia, including the Military Hospitals, and other public Buildings or Camps at Chester, Chesnut Hill, Germantown, Nicetown, Haddington, Darby Road, Fort Mifflin, White Hall, and Beverly, New Jersey, as well as any others that may be established within that time.

Proposals must state the price per cord for Oak and Pine Wood separately.

Those proposals only will be received that are properly filled in upon the blanks furnished at this office, which must be guaranteed by one or more persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed to high, as also any from defaulting contractors.

By order of Colonel G. H. Crosman, A. Q. M. General.

ALBERT S. ASHMEAD,
au15-5t Captain and A. Q. M.

OFFICE OF ASSISTANT QUARTERMASTER-General.

PHILADELPHIA, August 12, 1864.

Sealed proposals will be received at the office of the undersigned, No. 1103 GIRARD Street, until WEDNESDAY, 17th inst., at noon, for the immediate delivery at the "Summit House" U. S. A. General Hospital of

One Worthington STEAM PUMP, No. 3.
One STEAM BOILER to correspond.

Also, the labor and materials necessary to erect the same, and make all connections complete for use; to be certified to by the Government Architect as being satisfactory before payment can be made.

Those proposals only will be received that are properly filled in upon the blanks furnished at this office and must be guaranteed by one or more persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed too high, as also any from defaulting contractors.

By order of Colonel G. H. Crosman, Assistant Quartermaster-General.

ALBERT S. ASHMEAD,
au15 2t Captain and A. Q. M.

PROPOSALS FOR HATS, CAPS, SHOES, Dry Goods, Sewing Materials, &c.

HEADQUARTERS DEPARTMENT OF WASHINGTON,
OFFICE OF CHIEF QUARTERMASTER,
WASHINGTON, August 6, 1864.

Written proposals will be received at this office until further notice, for furnishing the following articles for use of contraband men, women, and children in this Department:—

Brogans (russet, &c.), and other serviceable Boots and Shoes for men, women, and children's wear.

Chip, felt, and woolen Hats, and cloth Caps.

Kersey, Linsey, Ginghams, Calicoes, Blankets, and other woolen and cotton goods.

Hickory Stripe (for shirts), Bed-ticking, unbleached Muslin, woolen Socks and Burlaps.

Spool Cotton, black and white; Linen Thread.

Bone Suspender Buttons; large Buttons for Coats.

White Porcelain Buttons, Yarn, Needles, and other sewing materials and trimmings.

Samples should be sent with each bid, at the expense of the party forwarding the same.

An oath of allegiance should accompany each bid.

No verbal proposition will be entertained, but every bid, or modification of the same, must be in writing.

Purchases will be made from time to time as the goods are needed, under contract or otherwise, as the interests of the service may require.

Good security will be required for the faithful fulfilment of any contract made under this advertisement.

Proposals should be sealed and addressed to the undersigned, and endorsed, "Proposals for Furnishing Dry Goods," &c.

CHAS. S. GREENE,
Lieutenant Colonel and Chief Quartermaster, Department of Washington. au8-10t

PROPOSALS FOR MALLEABLE IRON CAvalry Trimmings.

ORDNANCE OFFICE, WAR DEPARTMENT,
WASHINGTON, July 14, 1864.

SEALED PROPOSALS will be received at this office until SATURDAY August 20, 1864, at 4 o'clock, P. M., for the delivery at the following points of the undermentioned quantities of malleable-iron trimmings for cavalry equipments:

At the New York Agency, New York, 30,000 sets.
At the Frankford Arsenal, 10,000 sets.
At the Allegheny Arsenal, 20,000 sets.
At the St. Louis Arsenal, 10,000 sets.

Each set is to consist of the numbers of each kind of buckle, square, ring, bolt, stud, and loop now prescribed, except that two of the D rings in each set are to be made of the new pattern, with stop, according to the model to be seen at the above arsenals. The castings are to be made of the best quality of malleable iron, the tongues of the buckles of the best stock wire. The dimensions of the cleaned castings and the finish, and dimensions of the buckle tongues and rollers must conform strictly to the standard gauges, which will be supplied before japanning. After being thoroughly cleaned and freed from all sprues and irregularities, they are to be japanned in the best manner.

The goods are to be put up in papers, in the usual manner, and packed, two hundred complete sets in a box, of a quality, and marked as may be prescribed by the inspecting officer.

The work is to be subject to inspection at the manufactory in all stages of its progress, and no goods are to be received or paid for which have not passed inspection.

Deliveries are to be made as follows:—

Bidders will state the weekly rate at which they can deliver.

Bidders will state the arsenal or arsenals where they propose to deliver, and the number of sets they propose to deliver at each place, if for more than one. Failures to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

No bids will be received from parties other than regular manufacturers of the articles proposed for, and who are known to this Department to be capable of executing in their own shops the work proposed for.

Forms of bids can be obtained at the above named arsenals.

Proposals not made out on this form will not be considered.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee, signed by two responsible persons, that in case his bid be accepted, he will at once execute the contract for the same, with good and sufficient sureties in a sum equal to the amount of the contract, to deliver the articles proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, and the United States District Attorney.

Bonds in the sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders, upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents in ———, in the county of ———, and State of ———, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of ——— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 14, 1864, under which the bid was made; and in case the said ——— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said ——— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: } Given under our hands and seals this —— day of ——, 186—.

[Seal.]
[Seal.]

To this guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bonds with approved sureties for the faithful execution of the same.

Upon the award being made, successful bidders will be notified, and furnished with forms of contract and bond.

The Department reserves the right to reject any or all the bids if deemed unsatisfactory on any account.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C." and will be endorsed "Proposals for Malleable Iron Cavalry Trimmings."

GEORGE D. RAMSAY,
jy19-tuthsa20 Brig.-Gen., Chief of Ordnance.

MARSHAL'S SALE.—BY VIRTUE OF A Writ of Sale, by the Hon. John Cadwalader, Judge of the District Court of the United States, in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold at public sale to the highest and best bidder, for cash, at MICHENER'S STORE, No. 142 N. FRONT Street, on MONDAY, August 22, 1864, at 11 o'clock A. M., 63 bales of Cotton, being the cargo of vessel unknown. Also, the cargoes of the steamer IDA, sloops SARAH, and MARY, and HOPE, consisting of cotton, tobacco, turpentine, rice, and sails.

WILLIAM MILLWARD,
U. S. Marshal E. D. of Penna.

Philadelphia, August 10, 1864. au11-6t

ESTEY'S
COTTAGE ORGANS,

Not only UNEXCELLED but UNEQUALLED in purity of Tone and Power, designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing Room. For sale only by

E. M. BRUCE,
No. 18 N. SEVENTH Street.

Also, a complete assortment of the Perfect Melodeon constantly on hand. my19-3m

H. DIXON,
No. 21 S. EIGHTH Street,
DEALER IN FANCY AND TOILET GOODS,
UMBRELLAS AND PARASOLS,
Fans, Head Dresses,
French Jewelry, Leather Goods,
Work Boxes,
Beads, &c., &c. jy18-1m

Evening Telegraph

TUESDAY, AUGUST 16, 1864.

FROM THE SOUTH.

Counterfeit Despatches of General Butler.

LOWER BRANDON ESTATE.

A Traitor Mourns Over Its Devastation.

RICHMOND "WHIG'S" OPINION OF THINGS IN GENERAL.

REBEL VIEW OF SHERMAN'S RAIDERS.

Etc., Etc., Etc., Etc., Etc.

Counterfeit Despatches of General Butler—Munchausen Outdone.

From the Richmond Enquirer.

A gallant soldier of the Confederate service sends us the following document. We have not deemed it necessary to inquire how he came in possession of it. The details here given, however, of the military operations under the direction of Beast Butler, will be read with interest; particularly from the fact that it may be looked upon as being as truthful a record of Butler's military achievements in the neighborhood of Petersburg as any he has heretofore seen fit to despatch to the Yankee Secretary of War:—

HEADQUARTERS, ON BOARD GREYHOUND, June 28, 1864.—Hon E. M. Stanton, Secretary of War, U. S. A.:—I have the honor to transmit herewith, in the form of a diary, the operations of my troops after landing at Bermuda Hundred on the 3d May:—

MAY 6—I sent out General Heckman with five regiments and two pieces of artillery, towards Walthall Junction. He met and gloriously defeated a regiment of South Carolinians, and then retired, leaving his dead and wounded in the hands of said Carolinians, in accordance with the policy of embarrassing the enemy by such spoils, adopted by most of our Generals in this war.

MAY 7.—Sent out General Brooks with five brigades to the same point. He gained a decisive victory over two brigades of Rebels, and retired after dark to our intrenchments, leaving his dead and wounded behind. He also reports a complete success in burning a saw-mill and some private residences.

MAY 9.—Sent General Gillmore to capture Petersburg, as the Rebels have no works on the north side of the city. He routed the Rebels with terrible slaughter on Swift creek, shelled Dunlop's house, chased an ambulance committee composed of the old gentlemen of Petersburg, burned several shanties, and returned to our intrenchments.

MAY 13—Sent Generals Gillmore and Smith to capture Drewry's Bluff. They stormed at the point of the bayonet the works abandoned by the Rebels. To-morrow we will open the navigation of the James.

MAY 16.—Met General Gillmore retiring with his troops to our intrenchments. He said that Beauregard had attacked him with musketry and he would not submit to it. "This," he said, "was the age of long-range artillery—musketry was a relic of barbarism; he fought with 100 pound Parrotts on Morris island, and he would not permit the Rebels to force him to engage in their favorite mode of warfare." My headquarters were too distant to hear the fire of musketry; I heard the artillery, but thought it was the Rebels blowing up their iron-clad vessels. We burned four more houses to-day.

MAY 17.—Begun an observatory to-day at Cobb's burned house.

MAY 20.—The Rebels assaulted our rifle-pits to-day. We killed 2517 and wounded 9763. The Rebel assaulting column consisted of Beauregard's forces, Hardee's Corps, from Johnston's army, and Longstreet's Corps, of Lee's army, in all, as shown by a captured field return, of 74,528 effectives. General Smith burned a barn to-day.

JUNE 3.—My observatory is now fifty feet high. Could see a heavy fight raging all day about Gaines' Mill. With a powerful glass I could see the Rebels flying in great disorder into Richmond. I counted 117,982 fugitives from the battle-field.

JUNE 9—I sent General Gillmore with a division of infantry, and General Kautz with a brigade of veteran raiders, to capture Petersburg. General Kautz gained a glorious victory over fully two hundred militiamen, on the Jerusalem Plank road, but, being flanked on the right, left, and centre, he was compelled to retire after burning several houses. General Gillmore pushed up the City Point road until he discovered that the Rebels were armed with muskets and rifles, when he returned, and now proposes to establish a battery of Rodman guns on the top of my observatory (already two hundred feet high). I held this post during the whole of the fierce contest of to-day, but escaped unhurt. It is only eight miles from Petersburg.

JUNE 15.—General Baldy Smith surprised and captured the fortifications around Petersburg this morning. The Rebel troops and trains can be seen from my observatory (now 300 feet high) flying in the wildest confusion to the north side of the Appomattox. Do they think that my side of the river is the safest?

JUNE 16—With two brigades of my command, a full regiment of Rebel sharpshooters was driven from my front, and the railroad torn up at Walthall Junction. I could see the whole of the brilliant affair from my lookout (now 400 feet high).

7 A. M., JUNE 17—Hancock and Smith captured Petersburg last night. From my stand (now 500 feet high), I can see the hills around Petersburg covered with Union troops.

12 M.—The fog has lifted up, and the troops which I see around Petersburg are Lee's ragged Rebels.

JUNE 18.—I had almost omitted to state that 150,000 Rebels charged my small force, and re-took their old line in front of Mr. Howlett's. When the firing commenced I was obliged to leave my observatory (at this date 600 feet high), and ride rapidly on an official visit to Admiral Lee on board of his monitor flag-ship.

JUNE 22.—Left Admiral Lee this morning, upon the approach of the Rebel iron-clads, to get a better view of the naval engagement from my observatory (now 700 feet high). The Rebel fleet behaved with great gallantry. It steamed down until only separated from our fleet by seven miles of water and the obstructions in the James. Two enormous projectiles thrown by Admiral Lee produced no intimidation, at least none could be seen from my lookout (to be finished within a month). Prisoners report that the Rebel Secretary was on board the fleet, and their splendid fighting may have been due to his presence.

FORTRESS MONROE, June 26.—A brief summary of my successes will now be submitted. I have built on Rebel soil an observatory 1030 feet high, from which I have witnessed some of the greatest Union victories of the war. I have killed and wounded 19,876 and captured 16,234 of Beauregard's men and about an equal number of Lee's men, including 767 of Pickett's old Division. I have burned 213 private residences, ditto barns, 326 cribs, 17 grist mills, 9 saw mills. I have captured and do now possess 23 pianos, 52 carriages, 61 buggies, 324 saddle horses, 516 mules, 813 chemises, 813 night-caps, 813 pairs of hose, 673 earrings, 456 corsets, 272 pairs of shoes, No. 2, 117 pairs, No. 3, 98 pairs of brogans, No. 13, 56 demijohns of whisky, 119 barrels of persimmon beer, 354 silver spoons, 708 German silver ditto, 1512 pewter ditto, 786 young hens, 112 setting hens, 93 game roosters (Virginia's stock), 35,415 geese (exactly the original number of men in my command), 12 donkeys (two given to Gillmore and one each to the rest of my Generals).

Feeling the necessity of taking care of the spoils of victory, I have retired to Fortress Monroe.

Your obedient servant,
B. F. BUTLER, Major-General.

An "F. F." Utters a Wail Concerning his Devastated Property.

From the Richmond Examiner.

To the Hon. Edward Everett, Massachusetts:—Sir:—In one of those peregrinations made by you, several years ago, in the Southern States of what was then the American Union, in which you were pleased to instruct the Virginians and others on the subject of the character of George Washington, whereof theretofore they had been deplorably ignorant, you visited, if I mistake not, the ancient seat of "Lower Brandon," on James river, and partook, for a season, of that elegant hospitality which formerly held sway in its delightful halls and gardens. You may, perhaps, have forgotten your brief sojourn there, and care little to recall it. What you have since written and spoken of the Southern people induces the belief that if you retain any remembrance of the peaceful homesteads in which you were once received as a welcome and honored guest, and of the kind proprietors who greeted you with so much warmth upon the threshold, it is associated only with the wish that those homesteads may be laid waste, and those proprietors reduced to beggary.

You will therefore be gratified to learn, beyond a doubt, that "Lower Brandon" is a ruin; and, as the journals of civilization, as well in your enlightened and humane city of Boston as elsewhere throughout the great, glorious, and free United States, are not full and circumstantial with regard to the devastations of the Federal troops, you will probably be thankful for some account, from a Virginian, of this latest achievement of your arms. It is enough for the Northern newspapers to state, in brief, that such a mansion has been pillaged and consumed, so many acres impoverished and reclaimed to the military possession of the Federal Government. Nor do the official reports of your plundering commanders go beyond a general statement of desolation. The Federal general makes a solitude and calls it a restoration of the Federal authority. He does not descend to the vulgar incidents of spoliation and ravage, nor narrate how he has endeavored to convert his acquired territory into a wilderness.

You may recollect, sir, the fair lawns across which lay the walk from the river to Brandon mansion. Nowhere, I think, on this continent, did the turf wear a richer green, nowhere did the roses display more grace and profusion. The darksome coverts which the mocking-bird made musical; the tall elms which looked down upon the quaint old edifice and caught upon their quivering leaves the too fierce heats of the Virginia sun; the trellises of honeysuckles murmurous with insect-life; the ample width of greensward, with here and there a vase overrun with myrtle; all these surroundings gave an indescribable charm to the place, and harmonized with the repose and refinement that dwelt under the roof-tree. The visitor saw all around him the evidences of taste and culture, the growth of a century or more of uninterrupted occupancy by the same family.

These lawns, you will be pleased to know, have been despoiled; not the Calypso's Isle of Blennerhassett, in the beautiful river of the West, whose mournful defacement our own Wirt described with so much pathos—not the festive Villa Borghese, just outside the walls of Rome, when cruel war and republican rage has shattered its foundation and prostrated its plantations, could have presented a picture of destruction more complete and satisfactory. If the owners of "Lower Brandon" were Rebels, and upheld the ancient fame of Virginia in the hour of her agony and trial, they have been well repaid in this waste of the grounds they so loved to adorn. The traitorous turf has been cloven and cut up by the hoofs of the Federal cavalry; the rebellious roses may, perhaps, burst forth in their beauty again with the smiling spring, but it will be only to mock the fallen state of the whole establishment; and every disloyal Dryad that frequented the copses around has been scared away into her native woods.

The Brandon House, as you may or may not remember, was a very crazy, rambling, old-fashioned, age-colored building, that would have been thought shabby in New York or Massachusetts. Quite unlike the marine villas that sparkle on the heights of Staten Island; altogether different from the superb structures that line the banks of the Hudson, and crown the hills around Boston. Not an Italian corridor, not a mullioned window about it. Bricks, small and glazed, brought out in George the Second's time from England. Rooms rather large and wainscoted, windows low and narrow, fire-places huge, staircases also objectionable as regards economy of space. What furniture these deserted rooms still contained, most of it mellowed by time, was taken out by the Federal cavalry and burned upon the lawn, as was proper. You will likewise approve the tearing down of wainscots, the breaking up the paneling of the doors, and the demolition of the stone pavements of the porticoes. Of the window panes a word.

It had been the habit of the Brandon people to preserve on these fragile tablets the autographs of their visitors for many, many years past. When a party came, in the season of strawberries or in the midst of the Christmas cheer, and made pleasant holiday at Brandon, they were asked to scratch their signatures with a diamond on the panes before their departure. The names of many eminent gentlemen of England, France, and the United States were thus recorded. Your own most illustrious name was there, with the names of Millard Fillmore and Martin Van Buren.

The pretty custom was always honored; and looking over the inscriptions, from the more recent to those of a generation gone by, the past, with its clear associations and rosy faces, long missed but unforgotten, came back upon one in a strange, sudden sort of way, that made the eyes moist and the lips tremulous. Somebody once wrote some verses about these panes, in which the diamonds and the bright eyes and the far-away festivities of other Christmas seasons were mixed up and made metrical in a truly memorable manner. Well, the window-panes were all smashed. Why, bless you, it was great fun for the bulking cavalrymen to knock them out with the points of their sabres. *Que voulez-vous?*

Among the dwellers in Brandon, at the time of your visit, were a dozen or more graceful ladies and gentlemen in the gay flowing costumes, the ruffles and point lace of some stately period of which Sir Anthony Vandyck and Sir Godfrey Kneller have transmitted to us so many charming representatives. There was the Earl of Orrery, and Halifax, and Colonel the Hon. William Byrd of Westover, Esq., and the Colonel's fair daughter, Mistress Evelyn, and other historical personages. They had been members of the Brandon household from the beginning, and lived on the walls of drawing-room and dining-room, giving very little trouble to anybody, and passing their time in the hours of daylight in looking placidly down on the good cheer and social enjoyment which belonged to these apartments. There was a tradition that, sometimes in the silent watches of the night, during Christmas tide especially, they came down from their frames and held wassail at the board, or danced a *minuet de la cour* in the ruddy glow of the blazing yule.

Your satisfaction in hearing the details of the Brandon raid may possibly be lessened by the fact that these ladies and gentlemen were not made prisoners by the United States Army, having accompanied the living members of the family to Richmond, when they were constrained, by a well-founded distrust of Yankee chivalry, to leave their beautiful home and carry their cherished Lares and Penates with them. *Cela incommode.* But there is a compensation in the thought that the negroes belonging to this estate, to the number of one hundred or more, were taken off, despite the earnest entreaties and protestations of many of them, and made to accept their freedom at the end of the cowhide and the point of the bayonet. *Cela console.*

Ah, the negroes! There are some facts connected with those remaining at Brandon since the commencement of the war, and their abduction therefrom, to which I beg to call your attention. The first is, that the owners of them, at any time these three years, might easily enough have removed men, women, and children from tide-water, and transported them to Middle Georgia for security, or sold them at immense prices and invested the proceeds in cotton bonds. The owners did not do this. Not that they were blind to the danger that threatened the estate, not that they were too humane to resort to such measures. Oh, no! They knew nothing of humanity, of course. Humanity has her home in Boston. The promptings of pity, the teachings of tenderness for white or black sorrow, sickness, or adversity, all the emotions that belong to what Sterne calls the "sweet sensibility of man's nature," stir not the hearts of slaveholders.

Let us suppose that the Brandon proprietors permitted the negroes to remain on the estate through the stolid inattention to their own interest which characterize the Virginian—because they "weren't smart." Be that as it may. Leastways, anyhow, nevertheless, notwithstanding, there the negroes did remain in close, comfortable cabins, each head of his own family with his pot *au feu*, and his garden patch to supply the same, and his pickaninnies toddling around him, like little patches of shadow in the sunshine, darkly happy, these negroes, dreaming not of disturbances—a picture, as you will say, of degraded domesticity and benighted contentment. One member of the Brandon family—of the "white folks" I mean—had remained with them, not so much for the maintenance of discipline as for the preservation of their health, a kind doctor, doing good, as you think, not for good's sake at all, but from motives purely mercenary, that the "property" might be kept up to a marketable standard of *physique*—this "property," look you, which was all along at the mercy of the enemy, and which the owners would not sell even to save it from robbery.

Thus cared for, the Brandon negroes flourished until the Federal cavalry came down like the wolf on the fold and carried off the woolly innocents in a manner quite in keeping with Yankee philanthropy. Some of the negroes went with alacrity, pleased with the idea of "soger" clothes and military grandeur; others bade adieu to their cabins with an intensity of grief that might have moved even a Black Republican; others again were mutinous, and could only be urged forward by the lash, laid on with true Yankee ferocity (see the managerial conduct of Legree, a Vermont overseer, Uncle Tom's Cabin, Mrs. H. B. Stowe); and let it be understood that only such were taken, rejoicing or reluctant, as were of sound health and matured strength; the helpless infants, the aged and infirm, were left behind.

One poor woman, thus deserted, whose children had been torn from her arms, followed the train, howling out a heart-broken appeal that she might be permitted to accompany them. Considering how much maudlin sympathy has been snuffled in Yankee lecture-rooms and printed in Yankee newspapers for thirty years past about the cruel separation of black mothers from their children under slavery, one might suppose that this appeal would have been heeded. It seems not. Her ululation soon became annoying, and this weeping, dusky Rachel was knocked down by a blow on the head from the butt end of a musket, and left senseless, bleeding in the road. Thus, while their cabins were left blazing behind them, the freed blacks moved down to the Yankee boats.

Poor creatures! did they know what lay before them, they might, indeed, have piteously bemoaned their fate. Many a wretched negro beyond the Potomac now bitterly laments his sad fortune of freedom—day by day the miserable exile, dying of destitution or disease in the crowded cribs of Washington or the squalid purlieus of New York, gives his latest sigh for "ole Virginny"—

Et dulces moriens reminiscitur Argos.

Such, sir, was the calamity that overtook "Lower Brandon." It is so far from being an exceptional case, that this country-seat was the only one within the enemy's lines that had not been wasted or pillaged at the close of 1863. Exceptional, in this respect, the estate was till Butler and barbarism came together into tidewater Virginia.

Ah, some war-makers of the North will say, "Telle est la fortune de la guerre"—this is the reward of rebellion, and rebellions are not to be subdued with rosewater. Sad, very sad, we grant, but inevitable. You recollect, they add, what old Kasper told Peterkin and Wilhelmine in the ballad about the famous victories—there must be burning cottages and sufferings of women and children, and a thousand nameless horrors in the midst of war. Yes, worthy war-makers, but for the first time in the history of the world have we seen a people pretending to be civilized, nay, claiming all the civilization of a continent, organizing expeditions for the pure and simple purpose of plunder and destruction, and, instead of seeking to mitigate the miseries of a state of war, doing all they can to aggravate them.

The Brandon business was a wholly gratuitous piece of barbarity. The work of "subjugation" was not assisted by it in the least. The bombardment of Charleston, in like manner, contributes not at all to the weakening of Beauregard, conduces in no degree to the reduction of the place. It is pure diabolism, the gratification of a fell spirit of hatred. Indeed, when we take into account the boasted refinement of the North, and the fiendish malignity with which they have carried fire and sword over Southern fields and into Southern dwellings; when we look at Beast Butler, and accept him at the hands of the *Atlantic Monthly* as the representative of the culture of Boston, we may well believe that the familiar theory of the Latin poet about ingenuous arts was ingenuous nonsense, that after all they brutalize manners and convert men into savages.

Oh no, the spoliation of the South is not an unavoidable incident of the war—it is the very object the war has in view. Long ago has the hope of subjugation been abandoned, and this purpose of ruin has become fixed in the breasts of Northern people as the amiable alternative. The children of Massachusetts, Mr. Everett, are wiser in their generation than to desolate the fields they expect to divide among themselves; to deface or demolish the dwellings they hope hereafter to occupy. If they believed that the next year or the year after would find them masters of the South, they would take care not to impoverish their future possessions. When Grant's or Butler's lines had fallen in pleasant places, these canny commanders would not have despoiled their goodly heritage.

It is the conviction that their tenure is a fleeting one which induces them, in baffled rage, to employ the particular estate in ruining the reversion. The idea is not a new one. It occurred to Louvois when he ordered the devastation of the Palatinate. The historian records it as a stain upon the memory of Louvois, as a lasting infamy upon the name of his minister, that in wanton malice they determined to destroy what they were unable to retain. It was an "atrocious thought," says Lord Macauley, but the North now nurses it fondly, and the North has long been serenely indifferent to the imputation of atrocity.

You will tell me, perhaps, that for one you have not relinquished the hope of subjugation, and, if I am not deceived, you undertook to show, in your discourse at the inauguration of the cemetery at Gettysburg, that there was nothing in the bloodshed, the life-long hatreds, the wide waste and widowhood, the mutilations that may not be computed, the legacies of revenge for crimes that may not be named, of this Lincoln war, to make reconstruction and a restoration of fraternal feeling impossible. The demonstration must have been grateful to the author of the strife, who sat in your hearing. But forebodings of a different kind must have filled your soul, three years ago, before the first gun had sounded, when in Faneuil Hall (5th February, 1861) you invoked the name of Heaven to allow the Southern States to "depart in peace." And if you think the conquest and subjection of eight millions of people a practicable thing—people who during these three cruel years have developed traits of character which have elicited the admiration of mankind,—it is clear that your views have undergone a most remarkable change since you addressed the noble youth of Amherst College, in the year of grace 1855, on the theme "Education Favorable to Liberty, Knowledge, and Morals." In that finished oration (see "Everett's Orations and Speeches," vol. first, page 603) I read as follows:—

> "The degree of force required to hold a population in subjection, other things being equal, is in direct ratio to its intelligence and skill; its acquaintance with the arts of life; its sense of the worth of existence; in fine, to its spirit and character. There is a point, indeed, beyond which this rule fails, and at which even the most thoroughly organized military despotism cannot be extended over the least intellectual race of subjects, serfs or slaves. History presents us with the record of numerous servile wars, and peasant wars, from the days of Spartacus to those of Tupac Amaru and Pugatschef; in which, at the first outbreak, all the advantages of authority, arms, concert, discipline, skill, have availed the oppressor nothing against humanity's last refuge, the counsel of madness and the resources of despair."

Commending this bit of political philosophy to your serious meditation,

I have the honor to be, sir,
Yours, most respectfully.
A VIRGINIAN.

The "Whig's" Spirit of the Press.

The *Sentinel* exposes the absurdity of the claim to Semmes and his men as prisoners of war, set up by a Yankee board of naval officers. It relates the facts in the case of the *Alabama*, and refutes the Yankee assertion that the officers and crew of the *Mercedita*, who surrendered and gave their parole near Charleston, were ever exchanged. The *Sentinel* says:—

"When the Rear-Admiral, at the command of his Abolition superiors, gravely made his report upon the 'crew of the *Alabama*,' he knew that those officers, after thus surrendering themselves on board our ships, delivering their side-arms, and being permitted, at their own request, to go to the other side of their captured vessel to assist their wounded companions had fled, leaving their side-arms and their implied promise to return behind them, and that they continued in active service against us. And the 'Rear-Admiral' knew, also, that this Lieutenant Pendergrast, who doubtless received from his countrymen the praise due to so clever a 'Yankee trick,' was recently captured by us in the *Water Witch*, and is now in our custody; and that if the views expressed by the report of the 'Board' be correct, he merits the treatment not of a prisoner of war—which he is receiving at our hand—but that which may be justified towards an officer of the United States navy, born in, a citizen of, and appointed from, Kentucky, and who, fighting against his native land, has violated his parole of honor."

The *Sentinel* denies that the Secretary of War advised the adoption, by the State Commissioners, of the recent exorbitant schedule of prices. On the contrary, he thought it too high; and so stated at the time.

The *Examiner* thinks that the failure of the grand pyrotechnical exhibition at Petersburg winds up the Yankee campaign for the capture of Richmond. It seems to have produced a conviction of that kind on the Northern people themselves—not because it was in itself more disastrous than the numerous bloody repulses which Grant had previously suffered, but because it exhausted the repertory of Yankee expedients.

It was the last card—the ace of spades—but did not turn out to be a trump. Hence Grant, so our contemporary supposes, has yielded to Lincoln's call, and is packing up bag and baggage, with the intention of abandoning that beautiful line on which he was going to fight it out all summer. The "finest army on the planet" has come, for the present, to the end of its invasive career, and henceforth will do guard duty on the Potomac, whither the scene of the campaign is about to be transferred.

The *Examiner* gives some interesting and highly suggestive facts connected with blockade-running. It seems that the Confederate Government purchased from Collie & Co., a great British house, a number of fine steamers—all of which were manned and officered under the auspices of Collie & Co., every one of which, saving one, was lost on her first trip; the other was lost on the second. They were not captured by the enemy, but were run aground and burned after eluding the blockading squadron, and when at the very entrance of the Cape Fear river. At the same time Collie & Co., being deeply engaged in the blockade-running business, have had extraordinary luck with their own vessels; one, the *Hansa*, having made nine round trips, the *Edith* and the *Annie* each three, the *Falcon* two, and the *Flamingo* has just come in. The *Don*, the only vessel lost by Collie & Co., made six successful round voyages. The *Examiner* learns further:—

"That Dudgeon, of London, an extensive ship-builder, constructed to the order of Collie & Co. seven double-screw vessels, all just alike; of these five were transferred to the Confederate firm (or Government)—all five lost; two were retained by Collie & Co.—both still running."

Here is the *Examiner's* explanation of these remarkable facts:—

"There is no other conceivable way of accounting for the facts above mentioned than by supposing that the judicious Collie & Co. employed Captains and paid them expressly to run ashore and destroy those vessels which were to enter into competition with their own; and that, as a further reward for that service, the officer who have lost Confederate ships are put on board of Collie's to carry them through safely. Many persons have speculated in vain upon the astonishing ill luck of the Confederate vessels, and have suggested that the Yankees had agents in Nassau and Bermuda to bribe Captains and officers, so as to insure the loss of certain ships.

That there was villainy somewhere was very apparent; and, as usual, the misfortunes of the Confederates may be traced this time also to that guileless simplicity with which they have entrusted their interests to those having other interests directly opposite to theirs. Many is the bale of precious cotton that has gone to England to pay for these ships and cargoes; the *Coquette*, the very last ship our Government had, is at last sold; and a *pawky* Scotchman has almost a monopoly of the foreign trade of the Confederate States. Collie & Co. is at present one of the richest firms in England, and we see no good reason why its prosperity should ever end."

The *Despatch* analyzes the figures contained in the recent Yankee statements of Confederate losses in General Hood's battles before Atlanta. The following is the result of the *Despatch's* examination:—

"In the fight of the 20th, it seems, in front of one Yankee corps alone, five hundred and sixty-three Rebels were buried by the Yankees, and the Rebels were permitted to bury two hundred and fifty more; so that in front of that corps alone, on that day, eight hundred and thirteen Rebels *were killed*. The 2d Division of the 4th Corps buried three hundred more—total for that day, one thousand one hundred and thirteen *killed*. There was no report from the 14th Corps; consequently, their share of men slain is not included in this list.

On the 22d, the 15th and 16th Corps, and one division of the 17th, killed two thousand one hundred and forty-three. Added to one thousand one hundred and thirteen, this makes three thousand two hundred and fifty-six thus far. The other division of the 17th Corps killed, it seems, at least three thousand. Grand total, six thousand two hundred and fifty-six, exclusive of what the other divisions of the 14th Corps killed on the 20th, which, as we have seen, was not reported, but which it is fair to put down at three hundred, as that was the amount of killing done on the same day by the one division of the 4th Corps.

This makes a grand total of six thousand five hundred and fifty-six Rebels *killed* on those two days, the 20th and 22d. Now, throughout the war, the wounded have uniformly been to the killed as six to one. Presuming the proportion to have been maintained in these two battles, there must have been thirty-nine thousand three hundred and thirty-six wounded. Added to the six thousand two hundred and fifty-six killed, we have a total, in killed and wounded, of 45,892. As the Rebels also lost 3200 prisoners, their total loss in killed, wounded, and prisoners was, according to the veracious renegade from Virginia, 49,092. This was a much greater victory than Waterloo, and yet the Yankees have fired no cannon, ordered no *Te Deum*, and proclaimed no day of thanksgiving. What can they be waiting for?

A single circumstance connected with this stupendous victory is, that it was gained over a single corps of General Hood's army, and that that corps still retains its organization in spite of such a tremendous loss!

A Ride Through the Raiders.

From the Macon Intelligencer of August 5.

At the request of a number of gentlemen, I write for your columns the following sketch of what I saw and heard of the operations of the raiders around Macon and Milledgeville:—

I left Macon Saturday night, at 10 o'clock, in the midst of a drenching shower, with special instructions from the Governor to the officer commanding at Griswoldville and Milledgeville. A fall in Walnut creek from a stumbling horse, and the snapping of a musket by an exhilarated picket, without commanding "Halt," brought me to "Cross Keys." There I took the road to Griswoldville, with which I was totally unacquainted, and which I was kindly informed was infested with Yanks. Descending a hill some two miles further on, I was aroused from a lonesome reverie by the sound of voices, and in a few moments I heard the notes of that old bacchanalian song:—

"We won't go home till morning," &c.

I reined my horse suddenly into a copse close at hand, when twenty-five drunken ceruleans passed, bawling at the top of their lungs—

"He is a jolly good fellow," &c.

They passed on and so did *I*. The last fork of the road I reached about three minutes after fifteen Yankees had left the house and gone on towards Milledgeville. I reached Griswoldville at 1 o'clock, finding it, as I thought, in a blaze. The fire proved to be a train of cars which were fired by the Yanks about two miles above there, in the afternoon. A train of cars loaded with refugees and their furniture left in the morning for Macon, but was halted three miles short of the latter place. Another train immediately followed, which also stopped when it reached the first one. To this the Yanks set fire, the passengers jumping out and saving themselves as best they could. When each car was well fired, they unfastened the engines and started back towards Griswoldville. When the train was under good headway, they stopped the engine, but the train went on—it being down grade—blazing and snapping in a fearful manner.

Arriving at Griswoldville blocks were put on the track, which soon stopped it, without firing the place, as the enemy intended. The cars were so far consumed that no efforts were made to save them. The engine was next fired, with dry pine, and the throttle opened, when it started with a fearful momentum towards the train which was standing upon the track loaded with women and children. Providentially the last two cars were unoccupied. On came the engine at the rate of fifty miles per hour, dashing into the train, split the first car into two pieces, from end to end, throwing it several feet on each side of the road, and passing half way into the next car. Three other cars were thrown off the track, but not a person on board was injured. Had the rear cars been filled, how awful would have been the massacre!

The enemy had been all around Griswoldville, but learning that a large force was there, they declined to attack.

From Griswoldville I started for Milledgeville, through byways and plantations, where I arrived at 1 o'clock P. M. On the way I met Mr. Choate, who piloted the Yanks to Gordon. He is a gentleman of wealth and intelligence. Here is his story:—At 7 o'clock P. M. the enemy arrived at his house at the junction of the Gordon wagon road with Macon. They numbered 221, and having forced him and a Mr. Wood to mount their horses to act as pilots, started for Gordon, having just deprived Choate of all his horses and mules. Wood made his escape, followed by nine pistol balls, but Choate they closely guarded.

They moved rapidly but cautiously; not a word spoken nor an accoutrement rattled. They arrived at an old field close to Gordon as General Wayne's train of soldiers passed in. There they remained, still as death, until General Wayne passed on to Milledgeville, and the passenger train to Macon, when they dashed in, setting fire to the depot, shed, and trains. If the freight train, which arrived before General Wayne, passed through, there were not more than forty cars and two engines destroyed; but if it failed there were about sixty cars and three engines destroyed. About thirty of these cars and one engine belonged to the State road; one engine and eight cars to the Milledgeville road; and one engine and the remainder of the cars to the Central road. The cars were fired and the engines chopped with axes.

At Gordon the party divided; one detachment going down the road towards the Oconee, the other towards Milledgeville. Mr. Choate was taken towards the Oconee, but was released at No. 16.

From citizens, prisoners, and negroes, I derived the following facts, which I carefully weighed, and which, I think, may be considered entirely reliable.

From Gordon they rode rapidly towards Milledgeville. Arriving in sight of the lights of the city they detached a scouting party, which went close to Fishing creek. This party then detached two men dressed in jeans, who went into the city on foot, and up to the very bivouac of our men, engaging in conversation with them. From our men they learned facts which prevented an attack. The enemy immediately withdrew from Milledgeville, marching towards Griswoldville. Here I lost that party, as reports beyond there were too confused and unreliable.

Here, then, was the programme. They were to have burned Gordon before troops could be sent through to Milledgeville. Having done that, one party was to march towards Oconee bridge, the other to Milledgeville, and destroy both places. Providentially, they reached Gordon a half an hour too late.

Had they been one half hour sooner, they would have found Milledgeville defenceless, and at this moment our capital would have been in ashes. A shower of rain captured Napoleon, a half hour's delay saved the capital of Georgia.

The force at Milledgeville captured eight Yanks and two negroes.

NUMBER OF GERMAN LUTHERANS.—From the report of the Committee on the German Population of North America, presented to the last General Synod, it appears that there are at least 4,000,000 Germans in the United States, one-third of whom—that is, 1,333,000—are Lutherans. This estimate includes the entire population. Estimating two-fifths as confirmed adults, it gives us between 400,000 and 500,000 who were members of the Church in Europe. The editor of the *Kirchenbote* estimates the number of these who are in actual connection either with some Lutheran or United Church at 150,000, leaving at least 250,000 to be accounted for outside of the Lutheran Church. Many have united with the American churches who have entered the German harvest fields; multitudes have glided into a state of church indifference, and it is to be feared that the largest number of them have become infected with infidelity and rationalism. The duty of the General Synod to adopt measures to supply the destitution and build up churches is one of the most pressing character.

WEALTH, HEALTH, AND BEAUTY.

If it to gain admiring eyes;
If to cause invidious sighs;
If to be a blooming flower,
Fading, dying in an hour—BEAUTY!
If to have a host of friends;
If for vice to make amends;
If with high-born blood to wed;
If a marble stone when dead—WEALTH!
If to live threescore and ten,
Wishing it as long again;
If to live a life of peace;
If to die and go to [illegible]—HEALTH!
If you wish a life of pleasures;
If you value this world's treasures;
If every comfort you would see,
Take my advice and win all three.
Then, having Health, Wealth, and Beauty,
You'll be prepared for every duty.

By a careful perusal of Dr. WILLIAM YOUNG'S New Book, THE MARRIAGE GUIDE, which should be read by every one. Sold by Booksellers generally, and at the Doctor's office, No. 416 SPRUCE STREET; price 25 cents. au5-4t

SECRET DISEASES! SECRET DISEASES!
SAMARITAN'S GIFT!
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THE MOST CERTAIN REMEDY EVER USED.
Yes, a positive cure for
GONORRHOEA, GLEET, STRICTURES, &c.
Contains no Mineral, no Balsam, no Mercury.
Only ten pills to be taken to effect a cure.

Cures in from two to four days, and recent cases in twenty-four hours. Prepared by a graduate of the University of Pennsylvania, one of the most eminent Doctors and Chemists of the present day.

NO EXPOSURE, NO TROUBLE, NO CHANGE WHATEVER.

Let those who have despaired of getting cured, or who have been gorged with Balsam Copaiva, or Mercury, at once try the

SAMARITAN'S GIFT.
Sent by mail in a plain envelope.
Price, male packages, $2. Female, $3.

BLOOD! BLOOD!! BLOOD!!! BLOOD!!!!
SCROFULA, ULCERS, SORES, SPOTS, TETTERS, SCALES, BOILS,
SYPHILIS OR VENEREAL DISEASES, &c., &c.
SAMARITAN'S
ROOT AND HERB JUICES
Is offered the public as a positive cure.

SYPHILIS OR VENEREAL DISEASES, the SAMARITAN'S ROOT AND HERB JUICE, is the most potent, certain, and effectual remedy ever prescribed; it reaches and eradicates every particle of the venereal poison so that the cure is thorough and permanent. Take then of this purifying remedy and be healed, and do not transmit to your posterity that for which you may repent in after years.

DO NOT DESPAIR!

Although you may be pronounced incurable, the SAMARITAN'S ROOT and HERB JUICES will remove every vestige of impurities from the system, as well as all the bad effects of Mercury.

FEMALES! FEMALES!

In many affections with which numbers of Females suffer, the ROOT AND HERB JUICES most happily adapted, in Ulcerated Uterus, in Leucorrhoea, in bearing down, Falling of the Womb, Debility, and for all complaints incident to the sex.

Sent by express. Price $1 a bottle, or 6 bottles for $5.

SAMARITAN'S WASH

Is, in cases of Syphilis, used in connection with the Root and Herb Juices. Full directions. Price 25 cents.

The efficacy of these remedies is alike acknowledged by physicians and patients. They are used in the United States Hospitals, thus restoring health to many of our brave soldiers.

From the Baltimore "Sun":—
WHAT THE SURGEONS SAY OF THE SAMARITAN'S REMEDIES:—
"POST HOSPITAL, FORT MARSHALL, Baltimore, Md., Feb. 20, 1864.

"I have great satisfaction in stating that I have used 'The Samaritan Remedies' for Venereal Disease in its most customary forms; but I have used them with judgment, discretion, and properly, and have found them respond to my anticipations promptly and effectually. Knowing their composition, I have the fullest confidence in their efficacy, and, as far as my line of usage extends, I recommend them strongly.
"ALFRED C. BOWERS,
"Assistant-Surgeon 5th New York Vols."

Let it be understood that these remedies are as recommended, and will positively cure the diseases for which they are offered.

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S. C. UPHAM,
No. 25 S. EIGHTH Street.
DESMOND & CO.,
No. 915 RACE Street.
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RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, August 1, 1864.
Passenger trains leave Philadelphia for
Baltimore at 4·30 (Express, Mondays excepted), 8·05 A. M., 11·45 A. M., 3·30 and 10·30 P. M.
Chester at 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·30 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 3·30, 4·30, 6·00, 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M. (Express), 1·10, 5·25 and 10·25 P. M.
Wilmington at 1·48, 6·45, 9 A. M., 12·24, 1, 1·45, 4·00, 4·33, 7 and 9·10 P. M.
Salisbury at 11·55 A. M.
Milford at 2·45 P. M.
Dover at 6·10 A. M., and 4·15 P. M.
New Castle at 8·30 A. M., and 6·27 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·45, 4·30, 5·00, 7·56, 9·49 P. M.
Leave Baltimore for Salisbury and intermediate stations, at 10·25 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3·05 and 11·05 P. M.
Leave Wilmington at 5·25, 9·25 A. M., 3·40 and 11·40 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS.—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·30 A. M., 10·30, and 11 P. M.
From Wilmington to Philadelphia at 1·48 A. M. and 7·00 P. M. Only at 10·25 P. M., from Baltimore to Philadelphia.
1a1 H. F. KENNEY, Superintendent.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT.
THROUGH IN TWO HOURS!!!
Four trains daily to Atlantic City.
On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 4·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC.
Accommodation (Atlantic) 5·46 A. M.
Express, 7·08 A. M.
Freight, 11·30 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS.
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·45 P. M.
ON SUNDAYS.
Mail train for Atlantic leaves Vine street 7·30 A. M.
Leaves Atlantic 4·48 P. M.
jd30-tf JOHN G. BRYANT, Agent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD. STATIONS.	A. M.	P. M.	LEAVE WESTWARD. STATIONS.	A. M.	P. M.
Oxford	6·30	3·25	Philadelphia	8·00	4·30
West Grove	6·57	3·52	West Chester	7·45	4·15
Avondale	7·05	4·01	W. C. Junction	9·08	5·41
Kennett	7·20	4·17	Concord	9·21	[illegible]
Chadd's Ford	7·32	4·41	Chadd's Ford	9·41	6·11
Concord	8·00	5·00	Kennett	10·05	6·37
W. C. Junction	8·15	5·15	Avondale	10·21	6·51
Philadelphia	9·22	6·26	West Grove	10·29	7·01
West Chester	9·30	6·10	Oxford	10·56	7·30

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—RUNNING time of Trains, commencing FRIDAY, January 1, 1864.
From Walnut Street Wharf at 9 A. M., and 4 P. M., freight 12 M. Returning, leave Salem at 4 A. M., 8·00 A. M., 1·30 P. M. Freight daily each way. Apply to
MORTON MILLS, Agent,
Second Covered Pier above WALNUT Street,
S. DELAWARE Avenue.
ja4-tf J. VAN RENSSELAER, Superintendent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown, Cork Harbor. The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
CITY OF LONDON, Saturday, August 20.
CITY OF BALTIMORE, Saturday, August 27.
ETNA, Saturday, September 3.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE.
Payable in Gold, or its equivalent in Currency:—
First Cabin... $80·00 Steerage... $30·00
First Cabin to London 85·00 Steerage to London... 34·00
First Cabin to Paris... 95·00 Steerage to Paris... 40·00
First Cabin to Hamburg 90·00 Steerage to Hamburg... 37·00
Passengers are also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown:—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steamship Line, sailing from each port on SATURDAYS, from first wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, August 20, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, August 20, at 10 A. M., and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to
HENRY WINSOR & CO.,
ja4-tf No. 332 S. DELAWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 124 S. DELAWARE Avenue.

FOR LIVERPOOL, SATURDAY, August 13, 1864.
The British ship VANCOUVER, Captain J. D. Carlisle, will sail as above.
For freight or passage, apply to
THOMAS RICHARDSON & CO.,
jy21-tf No. 101 WALNUT Street.

RAILROAD LINES.

1864. ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places
FROM WALNUT STREET WHARF.
Will leave as follows, viz.:— FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation ... $2 25
At 8 A. M., via Camden and Jersey City, Morning Express ... 3 00
At 12 M., via Camden and Amboy, C. and A. Accommodation ... 2 25
At 2 P. M., via Camden and Amboy, C. and A. Express ... [illegible]
At 3 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) ... 1 75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) 1st Class Ticket ... 2 25
2d Class do. ... 1 50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket ... 2 25
2d Class do. ... 1 50
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., 3·30 P. M.
For Lambertville and intermediate Stations, at 5 P. M.
For Mount Holly, Evansville, Pemberton, and Vincentown, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5, and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly, and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale, and Tacony at 9·30 A. M. and 2·30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 4 A. M. (night) via Kensington and New York, Washington and New York Mail ... $2 25
At 11·15 A. M., via Kensington and Jersey City Express ... 3 00
At 4·30 P. M., via Kensington and Jersey City Express ... 3 00
At 5·45 P. M., via Kensington and Jersey City, Washington and New York Express ... 3 00
Sunday lines leave at 4 A. M. and 6·45 P. M. There will be no line at 4 A. M. (Night) on Mondays.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Lambertville and intermediate stations at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford at 9 A. M., 5, 5·45, and 8 P. M. The 9 A. M. Line runs to Bristol.
☞ For New York and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each train run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 WALNUT Street.
WM. H. GATZMER, Agent.
August 8, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtlandt street at 12 M. and 4 P. M., via Jersey City and Camden; at 7 and 10 A. M., 6 P. M., and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1 North River, at 12 M., 4 and 8 P. M. (Freight and Passenger), via Amboy and Camden.

FREIGHT LINES FOR NEW YORK AND all the stations on the Camden and Amboy and connecting Railroads.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 8, daily (Sundays excepted), at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3½ P. M. to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When the stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1 North River, as the shippers may designate at the time of the shipment.
WALTER FREEMAN, Freight Agent,
No. 228 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1, North River, New York.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES.
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 3·12 A. M. (Night), and 2·30 P. M., and the trains leaving New York at 8 A. M. and 7·20 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 11·30 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.
ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 1·00, and 4·30 P. M., and 12·30 midnight, and from Walnut Street Wharf (via Camden), at 6 and 8 A. M., 12 M., 4 and 6 P. M., for New York.
And leaves New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and at 12 midnight, and from foot of Barclay street at 6 A. M., and 2 P. M.
ja5-tf WM. A. GATZMER, Agent.

1864. PENNSYLVANIA CENTRAL RAILROAD. 1864.
THE GREAT DOUBLE-TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets as follows:—
Mail Train at ... 7·25 A. M.
Fast Line at ... 11·25 A. M.
Through Express at ... 10·30 P. M.
Parkesburg Train, No. 1, at ... 10·00 A. M.
Parkesburg Train, No. 2, at ... 1·00 P. M.
Harrisburg Accommodation at ... 2·30 P. M.
Lancaster Train at ... 4·00 P. M.
Paoli Accommodation (leaves West Philadelphia) at ... 6·00 P. M.
Through Passengers by the Fast Line reach Altoona for supper, where will be found excellent accommodations for the night at the Logan House, and in the morning may take either the Philadelphia or Baltimore Express, each of which makes connections at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sundays.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers, and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St Paul, Columbus, Indianapolis, St Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Cresson, at 10·15 A. M., with a train on the road for Ebensburg. A train also leaves Cresson for Ebensburg at 8·15 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·55 P. M. and 8 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Tyrone with a train for Sandy Ridge and Philipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·58 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train at 7·25 A. M., and the Through Express at 10·30 P. M., daily except Sundays, go directly through, without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 7·25 A. M. and 2·30 P. M., connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M., connect at Downingtown with trains on this road to Waynesburg and all intermediate stations.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two cents per mile. These tickets are intended for the use of families travelling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months, for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. 137 Dock street daily (Sundays excepted) at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rates of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passengers.
For full information, apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The travelling public are assured *that it is entirely responsible.*
FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any points on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any point on the navigable waters of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

RAILROAD LINES.

NEW RAILROAD LINE NORTH, PHILADELPHIA TO BROOKLYN, THROUGH IN FIVE HOURS, FARE $2.
EXCURSION TICKETS, $3, GOOD FOR THREE DAYS.
On and after MONDAY, August 1, 1864, trains will leave foot of VINE Street, Philadelphia, every morning at 8 A. M. (Sundays excepted), thence by the Camden and Atlantic and Raritan and Delaware Bay Railroads to Port Monmouth, and by the commodious steamer Jesse Hoyt, to foot of Atlantic street, Brooklyn; returning, leave Atlantic Street Wharf every day (Sundays excepted), at 11 A. M.
Travelers to the city of New York are notified not to apply for passage by this line, the State of New Jersey having granted to the Camden and Amboy monopoly the exclusive privilege of carrying passengers and freight between the cities of Philadelphia and New York. jy29-tf
W. F. GRIFFITTS, General Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE
On and after MONDAY, May 16, 1864, until further notice.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7½, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.
The 8 20 down, and the 3¾ and 5¾ trains up, do not stop on the Germantown Branch.
CHESTNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chestnut Hill 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.
Leave Norristown 5½, 7, 7·50, 9, and 11 A. M., 1½, 4½, 6¼, and 9 P. M.
The 5¼ train up, will stop at Wissahickon, Manayunk, and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Manayunk, 6, 7½, 8·20, 9½, 11½ A. M., 2, 5, 7, and 9½ P. M.
H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, and WILLIAMSPORT.
SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the New Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
2 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·15 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6·20 A. M., 9·30 A. M., and 6·07 P. M.
Doylestown at 6·40 A. M., 3·45 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11·25 A. M., and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

READING RAILROAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEY,
AND
NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad for Ephrata, Lititz, and Columbia and with the Lebanon Valley train for Harrisburg; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.
Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 8·00 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 9·15 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·30 P. M., arriving in Philadelphia at 7 P. M.
Market trains, with a passenger car attached, leave Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 12, noon, and Downingtown at 12·30 P. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·40 A. M., and 12·15 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 6·30 A. M., passing Reading at 8·45 A. M., and arriving at New York at 1·45 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M. and 2·30 P. M., returning from Tamaqua at 8·10 A. M. and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 3·45 A. M. for Pinegrove and Harrisburg, and at 1·20 and 7·10 P. M. for Pinegrove only; returning from Harrisburg at 1·30 P. M., and from Pinegrove at 8·15 A. M., and 4 and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS,
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS,
Good for 2000 miles, between all points, at $46 35 each, for families and firms.
SEASON TICKETS,
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot on East MARKET Street, 6·20 A. M., 7·45 A. M., 11 A. M., 2 P. M., 4·45 P. M.
The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 8 A. M. and 4·30 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., and West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja1-tf HENRY WOOD, General Superintendent.

WEST JERSEY RAILROAD LINES.—Commencing on MONDAY, June 20, 1864, from Walnut Street Wharf.
FOR CAPE MAY.
At 8 and 10 A. M. and 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M., and 4 and 4·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., and 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11·45 A. M., and 5·10 P. M.
Millville at 7·40 A. M., and 1·52 and 6·50 P. M.
Salem at 6 A. M. and 1·15 P. M.
Bridgeton at 6·15 A. M., 1·30 P. M.
Glassboro at 7·10 and 8·55 A. M., 2·23, 3·00, and 7·50 P. M.
Woodbury at 7·40 and 8·54 A. M., and 2·30, 3·29, 5·05, and 8·12 P. M.
THE WEST JERSEY EXPRESS COMPANY,
Office, No. 5 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. Heavy articles taken by 6 A. M. lines only, and must be sent to the office the evening previous. Perishable articles by this line must be sent before 5½ A. M. A special messenger accompanies each train.
my21 J. VAN RENSSELAER, Superintendent.

1864. PHILADELPHIA AND ERIE RAILROAD. 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium, (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Mail Train leaves ... 8·00 A. M.
Express Train leaves ... 10·30 P. M.
Cars run through WITHOUT CHANGE both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Train both ways.
For information respecting Passenger business, apply at the S. E. corner of ELEVENTH and MARKET Streets.
And for Freight business of the Company's Agents:—
S. B. Kingston, Jr., corner SIXTEENTH and MARKET streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
General Manager, Williamsport.
ja1-tf